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Baltimore Red Line
Red Line General Engineering Consultant

Public Involvement Technical Report December 2012



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Table of Contents

1. Introduction	1-1
2. Public Involvement Process	2-1
2.1 Public Involvement Program Overview	2-1
2.2 Corridor-Wide Public Meetings	2-2
2.2.1 Public Hearings	2-2
2.2.2 Open Houses and Community Workshops	2-2
2.3 Agency Coordination	2-4
2.3.1 Project Initiation Meetings	2-4
2.3.2 Interagency Review Meetings	2-5
2.3.3 Agency Correspondence	2-5
2.4 Section 106 Coordination	2-7
2.4.1 Ongoing Resources Studies and Project Consultation in Support of the FEIS	2-9
2.4.2 Upcoming Project Consultation in Support of the FEIS	2-10
2.5 Citizens' Advisory Council	2-11
2.6 Community Liaisons	2-16
2.7 Focused Outreach Plan	2-19
2.7.1 Community Meetings and Outreach	2-19
2.7.2 Business and Stakeholder Meetings and Outreach	2-20
2.8 Station Area Advisory Committees	2-21
2.8.1 SAAC Meetings	2-23
2.8.2 SAAC Events	2-26
2.9 Public Outreach Activities	2-28
2.10 Red Line High School Internship Program	2-40
2.11 Project Publications	2-41
2.12 Project Website	2-41
2.13 Resource Hubs	2-42
2.14 Media Outreach	2-42
Table 1: Corridor-Wide Public Involvement Activities	2-3
Table 2: Interagency Meetings	2-5
Table 3: Summary of Agency Correspondence	2-5
Table 4: Topics of Discussion during Citizens' Advisory Council (CAC) Meetings (2008)	2-11
Table 5: CAC Meetings (2009-2012)	2-12
Table 6: Topics of Discussion during CAC Retreats	2-15
Table 7: Community Liaisons	2-16
Table 8: Community Liaisons Presentations	2-19
Table 9: Station Area Advisory Committee (SAAC) Meetings	2-23
Table 11: 2011 and 2012 Red Line Community Liaison Outreach Activities	2-30

Table 12: 2011 Summer Events	2-39
Figure 1: Red Line Preferred Alternative	1-2
Figure 2: Community Liaisons Coverage Areas Map	2-18
Figure 3: Red Line Resource Hubs.....	2-43
Appendix A: 2008 Red Line DEIS Hearing Materials	A-1
• Advertisements	
• Public Hearing Brochure	
• Meeting Displays	
Appendix B: Spring 2011 Open House Materials.....	B-1
• Advertisements	
• Invitation	
• Display Boards	
Appendix C: SAAC Spring 2012 Open House Materials	C-1
• Advertisements	
• Invitation	
• Display Boards	
Appendix D: Red Line Citizens' Advisory Council.....	D-1
• 2009 Annual Report	
• 2010 Annual Report	
• 2011 Annual Report	
• 2011 Retreat Summaries	
○ September 17, 2011	
○ October 13, 2011	
Appendix E: Speaker's Bureau Meetings, 2007-2010.....	E-1
Appendix F: Station Area Advisory Committees.....	F-1
• Red Line Community Compact	
• New Links-Baltimore Seminar – Brochure	
• Columbia Heights Walking Tour – Summary	
• Calverton Operations and Maintenance Facility Special Meetings	
• Special Meetings for the I-70 Options	
○ December 12, 2011	
○ February 6, 2012	
○ April 24, 2012	
Appendix G: Students' Perspective of the Red Line High School Internship Program	G-1
• 2010 Student's Perspective	
• 2011 Student's Perspective	
Appendix H: Project Newsletters.....	H-1

- Summer 2008
- Fall 2009
- Spring 2011
- Spring 2012
- Electronic Newsletters

Appendix I: Red Line Corridor Resource Hubs.....	I-1
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1. Introduction

The purpose of this technical report is to provide an overview of the public involvement programs and outreach activities which were undertaken in support of the Red Line project.

The Red Line Preferred Alternative is a proposed 14.1-mile light rail transit line that would operate from the Centers for Medicare & Medicaid Services (CMS) in Baltimore County to the Johns Hopkins Bayview Medical Center campus in Baltimore City (**Figure 1**). The transitway includes a combination of surface, tunnel, and aerial segments. The alignment, stations, park-and-ride facilities, system elements, tunnel ventilation, light rail vehicles, Operations and Maintenance Facility, and rail and bus operations plans are described in Chapter 2 of the Final Environmental Impact Statement (FEIS).

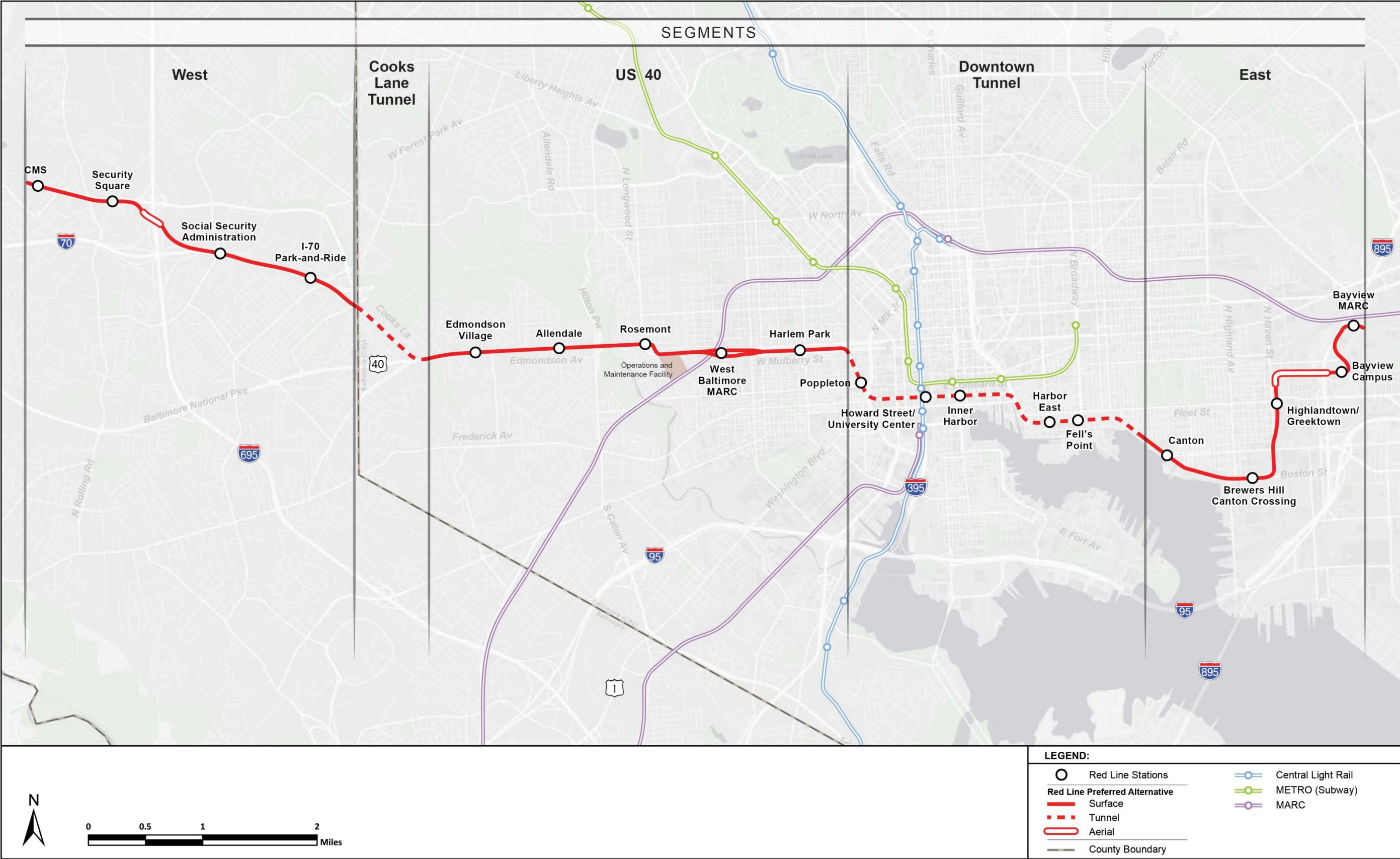


Figure 1: Red Line Preferred Alternative

2. Public Involvement Process

2.1 Public Involvement Program Overview

The Red Line project's comprehensive public involvement program, which began in Spring 2003, has been integral to the overall project study efforts and has continued throughout the planning and design phases of the project. The initial public involvement plan has evolved and the implementation of the plan has continued to inform and engage area residents, communities, businesses, and other organizations. It is updated as appropriate as the Maryland Transit Administration (MTA) continues to develop the project and respond to comments on the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). Many of the early programs are still in place while new programs and techniques have been added to expand the reach of outreach and engagement activities.

Outreach to the public is a vital component to the successful completion and implementation of the Red Line project and is a necessary component of some federal regulations. As such, the MTA launched several new programs for involving communities, following the execution of the 2008 *Baltimore City Red Line Community Compact*¹; including the Station Area Advisory Committee (SAAC) program and the hiring of Community Liaisons to help facilitate dialogue with stakeholders at the grassroots level.

The Red Line *Public Involvement Technical Report* (2008) prepared in support of the AA/DEIS provided a comprehensive summary of the efforts as of that date. This document supplements the 2008 *Public Involvement Technical Report*, summarizing activities that have occurred since the AA/DEIS was published. Red Line public involvement activities during this phase of the project included: public hearings, community workshops, open houses, Red Line Citizens' Advisory Council (CAC) and SAAC meetings, community events, small group meetings with communities and other organizations, and the distribution of various project publications. In addition, non-traditional targeted outreach efforts which included grocery store outreach, door-to-door canvassing, ministerial outreach, transit center outreach, and social media campaigns were employed to provide a comprehensive program to reach stakeholders and, more specifically, traditionally underserved populations such as minority, low-income, elderly, and disabled populations. This report also references several public involvement activities from previous years (prior to the 2008 *Public Involvement Technical Report*) for contextual purposes.

Please refer to **Appendices A** through **H** of this report for relevant supporting documentation of the public involvement activities discussed below.

¹ The Compact, included in **Appendix F**, is an agreement among the communities along the Red Line corridor, Baltimore City, the MTA, and other stakeholders to make the Red Line a catalyst for economic and environmental benefits in the project's neighborhoods.

2.2 Corridor-Wide Public Meetings

2.2.1 Public Hearings

The MTA and the Federal Transit Administration (FTA) jointly held four public hearings in Fall 2008 regarding the Red Line project on the following dates: November 6, November 8, November 12, and November 13. The public hearings offered the public a formal opportunity to provide comments on the AA/DEIS that had been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act.

The AA/DEIS presented the project's purpose and need, an alternatives analysis, the affected natural and human environments, possible impacts and potential mitigation for the build alternatives. Advertisements publicizing the event were placed in 15 newspapers, and posted at transit stops and on transit vehicles serving the study corridors. As a result, over 500 citizens attended the four public hearings, which were held at various locations throughout the study corridor. Citizens and organizations were provided with the opportunity to submit formal comments in several ways that included testimony at the hearings, submitting written comments to the hearing officer, or sending a letter or e-mail to the MTA. One hundred fifty-nine citizens used these hearings to have their comments recorded in front of the hearing audience or privately with a court reporter. The MTA considered public comments received at the public hearings and during the concurrent 90-day comment period, along with comments received from regulatory agencies, in reaching an informed decision on the Locally Preferred Alternative (LPA). The MTA received more than 500 written comments and several petitions during the public comment period. Please refer to **Appendix A** which provides a copy of the public hearing advertisements and mailers, the public hearing brochure, and the public hearing display boards. To review public comments submitted during the public comment period for the AA/DEIS, and throughout the development of the FEIS, along with responses to those comments please see Chapter 9 or Appendix A of the FEIS document.

2.2.2 Open Houses and Community Workshops

Between 2004 and 2007, the MTA held five sets of open houses and community workshops to involve the public in the development of alternatives and station locations: Fall 2004 Open House, Spring 2005 Open House, Fall 2005 Community Workshop, Spring 2006 Community Workshop, and Fall 2007 Open Houses. Detailed information discussed at these events can be obtained by referring to the 2008 *Baltimore Red Line Public Involvement Technical Report*. The MTA held four open house meetings in Spring 2011, on May 7, 11, 14, and 17, to highlight the work of the SAACs. The SAACs are comprised of more than 250 community stakeholders, who met regularly to provide input on how stations along the proposed Red Line can be designed to best serve their communities. At the four open house meetings, SAAC members shared their work with the public and received input on the development of Vision Plans and other work products. More than 400 neighborhood residents attended to gather information, ask questions, and offer their input on the station design concepts presented by the SAACs. Refer to **Appendix B** for a copy of the open house invitation, advertisements and flyers, open house

display boards, and a copy of the PowerPoint presentation shown at the meeting. **Section 2.8** of this report contains additional information regarding SAACs and the committees' meetings.

A second set of Open House events were held in June 2012. These meetings presented the latest information on the project including the refinements that were made to the LPA, as well as an update on the SAACs efforts. Approximately 380 people attended these meetings to learn about the project. To date, 65 comment cards have been received. Additionally, information on related area-specific projects, such as the West Baltimore MARC and Bayview Multi-Modal Transportation Center projects, and the Edmondson Avenue Bridge Reconstruction Project, were available at the designated open house in those specific areas of the alignment. Each open house meeting presented the same project information (with the exception of the area-specific projects) and was held on the dates and in the locations shown in **Table 1**.

Detailed information regarding the advertisements and presentation materials for these four meetings can be found in **Appendix C**.

Table 1 summarizes the corridor-wide public meetings, open houses, and workshops that have been held for the Red Line project since last reported in the 2008 *Public Involvement Technical Report*.

Table 1: Corridor-Wide Public Involvement Activities

Meeting Timeframe	Type of Public Meeting	Location	Major Topics
Fall 2008	Public Hearings (4 meetings)	<ul style="list-style-type: none"> November 6 Lithuanian Hall (Downtown) November 8 Edmondson High School (West Baltimore) November 12 United Autoworkers Hall (East Baltimore) November 13 Woodlawn High School (Baltimore County) 	Presentation of Alignment Alternatives, Pertinent Environmental Findings, and Public comments on the 2008 AA/DEIS.
May 2011	SAAC Open House Meetings (4 meetings)	<ul style="list-style-type: none"> May 7- Edmondson High School (West Baltimore) May 11 Woodlawn High School (Baltimore County) May 14 Hampstead Hill Academy (East Baltimore) May 17 University of Maryland-Baltimore (Downtown) 	Station Design Concepts and SAAC Vision Plans

Table 1: Corridor-Wide Public Involvement Activities

Meeting Timeframe	Type of Public Meeting	Location	Major Topics
June 2012	Open House Meetings (4 meetings)	<ul style="list-style-type: none"> June 6 – University of Maryland-Baltimore (Downtown) June 9 – Hampstead Hill Academy (East Baltimore) June 12 – Woodlawn High School (Baltimore County) June 16 – Lockerman Bundy Elementary School (West Baltimore) 	Corridor Information, Alignment Refinements, SAAC information, FEIS Review, Associated Projects for Baltimore City and MTA

2.3 Agency Coordination

The Red Line project is being developed in accordance with NEPA and the Maryland Streamlined Environmental and Regulatory Process, including coordination with federal, state, and local regulatory agencies. Outreach to these agencies has primarily been through regular Interagency Review Meetings and correspondence, and coordination will continue.

In August 2011, the Obama Administration released a memorandum entitled *Speeding Infrastructure Development Through More Efficient and Effective Permitting and Environmental Reviews*, that required federal agencies to identify and expedite a set of priority projects. In October 2011, the Administration selected the Red Line Transit project as one of 14 infrastructure projects around the country for an expedited permitting and environmental review process. The initial set of projects already had funding and were among those projects "where the significant steps remaining before construction are within the control and jurisdiction of the federal government and can be completed within 18 months." To encourage transparency during the project development process, the Administration developed a *Federal Infrastructure Projects Dashboard* that allows the public to track the progress of each priority project. The dashboard, which is part of the government's Performance.gov website, highlights best practices and successful coordination efforts that result in an efficient federal permitting process and review decisions which can benefit all projects. The Performance.gov website informs the public of several outstanding federal permitting actions that will require cooperation between a number of resource and other federal agencies regarding the Red Line Transit project. It also summarizes the substantial public involvement and outreach activities to refine and improve the project as presented in this technical report.

2.3.1 Project Initiation Meetings

Environmental and regulatory coordination was initiated at a Scoping meeting held in May 2003. The Scoping meeting, which was open to the general public, presented the project's purpose and need, project goals, and the alternatives under consideration. Agency representatives (and the general public) had an opportunity to ask questions and provide comments on a variety of topics, including: project goals, alternative alignments, alternative transit modes being considered, and engineering issues. Also, a field tour was held in March of

2004 which allowed the agencies an opportunity to see the project study corridor and discuss potential issues.

2.3.2 Interagency Review Meetings

Interagency Review Meetings began in 2005 and were held periodically to review the status of various environmental analyses, discuss issues and preliminary findings, and coordinate with local, state, and federal agencies. **Table 2** presents the details of the Interagency Review Meetings that were held since the publication of the AA/DEIS in Fall 2008.

Table 2: Interagency Meetings

Meeting Date	Topic of Discussion
November 18, 2009	Presented results of the AA/DEIS
December 15, 2010	Presented the Locally Preferred Alternative and Schedule
November 16, 2011	Presented the Preferred Alternative and path forward for the FEIS
December 14, 2011	General Project Update and Introduction of technical studies
March 21, 2012	Tunnel overview and Phase 1B archeology
April 18, 2012	Natural Resource studies – approach, methodology, and status
May 16, 2012	Noise Studies – approach, methodology, and status
September 19, 2012	Natural Resource studies-conceptual mitigation and air quality
October 17, 2012	Cultural and Historic Resources

The MTA will continue to hold Interagency Review Meetings as needed as the project progresses into Final Design and construction.

2.3.3 Agency Correspondence

Agencies were encouraged to submit written comments during all phases of the Red Line project. **Table 3** summarizes agency correspondence received during the project; copies of the letters are located in Appendix G of the FEIS document.

Table 3: Summary of Agency Correspondence

Date	Agency	Comment Summary
September 30, 2008	Maryland Department of Planning (MDP)	Responding to the project being submitted for Intergovernmental Review. Participation in the Maryland Intergovernmental Review and Coordination (MIRC) helps ensure the project is consistent with plans, programs and objectives of State agencies and local governments.
January 5, 2009	US Environmental Protection Agency (EPA)	EPA has reviewed the AA/DEIS for the Red Line. They have included a summary of the EPA's rating criteria.
January 5, 2009	Advisory Council on Historic Preservation (ACHP)	They received the DEIS – they have no comment in regards to the NEPA guidelines.

Table 3: Summary of Agency Correspondence

Date	Agency	Comment Summary
January 25, 2010	US Department of Interior, US Fish and Wildlife Service	Response letter to the 12.3.2009 letter requesting information on presence of endangered species.
June 9, 2010	Maryland Department of Planning (MDP), Maryland Historical Trust (MHT)	Accepted the Phase 1A Archeological Assessment Technical Report Red Line Corridor Transit Study and Bayview Extension, Baltimore City and Baltimore County, Maryland reports. Unable to concur on the eligibility determinations for the Fremont Building and Williamson Veneer Company.
July 6, 2010	Maryland Department of Natural Resources (DNR)	Regarding environmental review for Red Line Transit-Locally Preferred Alternative from Woodlawn to Johns Hopkins Bayview Medical Center campus, Baltimore City and County. There is a nest site for American peregrine falcon within the project study area.
August 17, 2011	Maryland Transit Administration (MTA)	Clarifying the status of certain pending Civil Rights complaints and comments received in association with the Alternatives Analysis and the DEIS.
September 7, 2011	Federal Transit Administration (FTA) Office of Civil Rights	Responding to MTA regarding their letter (8-17-11) regarding the Civil Rights complaint information against the Baltimore Red Line project.
Not Dated	Federal Transit Administration (FTA) Office of Civil Rights	Following up on February 28 th phone conversation regarding an incident of a person not being able to attend a public meeting because it was not held in an ADA accessible facility.
November 15, 2011	US Department of Interior, US Fish & Wildlife Service	Online certification letter. Confirming that Red Line reviewed conditions in which on line service can be used.
December 16, 2011	Federal Transit Administration (FTA)	FTA and MTA requesting information for threatened and endangered species in the Red Line corridor.
December 16, 2011	US Department of Commerce, National Oceanic & Atmospheric Administration, National Marine Fisheries Service (Protected Resources Division)	Response letter to 12.16.2011 letter requesting information on presence of endangered species

Table 3: Summary of Agency Correspondence

Date	Agency	Comment Summary
December 30, 2011	National Marine Fisheries Service (Habitat Conservation Division)	Responding to a letter regarding information on endangered species in the proposed Red Line LRT project corridor. Said that they provided verbal comments on the Red Line proposal at a SHA Monthly Interagency Agency meeting held years ago, but they were unable to provide written comments on the Alternatives Analysis and the DEIS. They provided written comments in this letter.
January 9, 2012	Maryland Department of Natural Resources (DNR)	Coordination sheet showing DNR's response generally no in-stream work is permitted in Use I streams during March 1-June 15 and in Use IV streams from March 1-May 31.
January 17, 2012	Maryland Department of Planning (MDP) Maryland Historical Trust (MHT)	Provided comments on Historic Architecture properties as part of the Section 106 coordination.
April 20, 2012	Maryland Department of Planning (MDP) Maryland Historical Trust (MHT)	MHT's concurrence and comments on the <i>Baltimore Red Line – Phase 1B Archeology Workplan (April 4, 2012)</i> .
May 16, 2012	Federal Transit Administration (FTA)	Letter to FHWA requesting that FHWA be a cooperating agency.
June 8, 2012	Federal Highway Administration (FHWA)	Response letter from FHWA concurring with FTAs request that FHWA be a cooperating agency and that FHWA agrees to the conditions specified in FTAs letter.
July 26, 2012	Maryland Department of Planning (MDP) Maryland Historical Trust (MHT)	Comment on the review of the Determination of Eligibility forms for historic architectural properties.
November 1, 2012	US Army Corps of Engineers	Conceptual Mitigation Plan acceptance
November 6, 2012	Federal Transit Administration (FTA)	Notification of Adverse Effect to Advisory Council on Historic Preservation

2.4 Section 106 Coordination

Section 106 of the of the National Historic Preservation Act of 1966 requires project sponsors to coordinate with applicable agencies and other interested parties, and to provide these parties with information regarding ongoing studies, potential impacts to historic or cultural resources, and mitigation plans. The purpose of the following text is to present information regarding the ongoing Section 106 coordination. Refer to the 2012 *Section 106 Assessment of Effects for Built Historic Properties* for specific details.

The MTA, in consultation with the FTA, has conducted ongoing cultural resources studies for the Red Line project study corridor. These studies were initiated in 2004, and were carried out

in consultation with the staff of the Maryland Historical Trust (MHT), representing the Maryland State Historic Preservation Officer (MD SHPO) and other appropriate consulting parties.

The ongoing studies and project consultation were conducted pursuant to the assessment of impacts to historic architectural, archaeological and cultural resources under NEPA, as amended (42 U.S.C. 4321-4347), Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 et Seq.), and Section 4(f) of the Department of Transportation Act of 1996, as amended (49 U.S.C. Section 303).

During the initial phase of the project, the MTA conducted studies along the proposed alignment of the Red Line and completed technical documents that were submitted and reviewed by MHT (and the other consulting parties). The *2006 Section 106 – Public Participation Program Technical Report* provides a summary of the coordinated Section 106 and NEPA public Participation process, and includes: 1) a list of potentially interested parties which had been included on the public outreach mailing lists, 2) examples of Section 106 content included in public mailings (copies of Red Line newsletter and meeting announcements), and 3) Section 106 materials provided during public meetings (including presentation boards and slides). At the time the report was generated, the public outreach list included over 240 community organizations, with 31 of these identified as potentially interested or consulting parties in the Section 106 process. There are currently 12 consulting parties participating in the Section 106 process.

With the submission of the technical documents, MTA offered status update meetings with the designated consulting parties (MHT, Commission for Historical and Architectural Preservation [CHAP] and Baltimore County Office of Planning [BCOP]) to discuss the results of the completed studies and the development of the AA/DEIS. Meetings were held with MHT (April 7, 2008) and CHAP (May 4, 2008); however, BCOP chose not to participate. The meeting provided a detailed overview of the project alignments, the cultural resources within the Area of Potential Effect (APE), and proposed additional investigations. Copies of these minutes were provided to MHT, and they verified that they represented an accurate summary of the meeting discussions.

Through the development of the AA/DEIS, MTA carried on direct consultation with MHT, as well as with the Baltimore City CHAP and the BCOP, who were provided copies of submitted technical reports and invited to agency briefings. In 2009, MTA received correspondence from a group of community organizations, expressing concerns about the project's effect on the Canton Historic District (Anchorage Homeowners Association, Baltimore Harbor Watershed Association, Canton Community Association, Canton Cove Association, Canton Square Homeowners Association and Waterfront Coalition). These groups requested and have been granted consulting party status, and have been provided copies of all subsequent technical reports and consultation correspondence related to the Canton Historic District. All correspondence and reports continue to be provided to the appropriate consultation party agencies Baltimore City (CHAP) and BCOP (Baltimore County). The MTA anticipates that additional meetings, including agency coordination and public outreach meetings (with consulting party participation), will be required.

After the completion of the 2006 cultural resources survey, MTA requested that the proposed extension of the current Red Line project from the original eastern terminus at Boston Street to the Johns Hopkins Bayview Medical Center in Baltimore City be examined. This proposed extension would link the original alternative alignment termini at Boston Street, Fleet Street, and Eastern Avenue along a single corridor through industrial complexes and rail yards east of Haven Street, connecting to a new terminus at the Bayview Medical Center. As this portion of Baltimore City was not included in the prior Red Line Transit Corridor cultural resources studies, supplemental survey documentation for historic structures and archeological resources was completed and the documents were submitted to MHT. These documents included: 1) *Cultural Resources Reconnaissance Survey – Bayview Extension Technical Report* (submitted to MHT in November 2007) and 2) *Phase IA Archeological Assessment – Bayview Extension Technical Report* (submitted to MHT in January 2008). A supplemental *Historic Structures Survey – Bayview Extension Technical Report*, which includes Determination of Eligibility Forms and Short Forms for Ineligible Properties, was submitted to MHT in December 2009, and MHT review comments were received June 9, 2010.

Prior to the initiation of the cultural resources studies for the FEIS, MHT requested a status briefing (on both the Red and Purple Lines), which was held at MHT on December 8, 2010. The MTA provided a summary of the previous work and an outline of the next phase of investigations and consultation activities, including:

- MHT verified that they did not feel that the submission of a formal Phase IA technical report was necessary, but that a work plan for the proposed Phase IB investigations be completed and submitted to MHT for comment.
- MHT agreed that a Programmatic Agreement (rather than a Memorandum of Agreement) seemed most appropriate for the project, especially given the potential for future archeological resource identification as part of the construction of the underground components of the project.
- MHT confirmed that written correspondence was appropriate for most consultation and that consulting parties should receive copies of products that go to MHT
- MHT noted that an eventual consulting party meeting would be appropriate.
- Tribal consultation was discussed. It was agreed that Indian tribes with a connection to the area would be contacted if there are potential effects to prehistoric archeological sites.
- MHT indicated that the Advisory Council on Historic Preservation (ACHP) would be invited to participate once an effects determination has been made.

2.4.1 Ongoing Resources Studies and Project Consultation in Support of the FEIS

The completed cultural resources studies and consulting party coordination was used as input to the AA/DEIS, which was completed in 2008. Subsequent to the publication of the AA/DEIS, Governor Martin O'Malley announced on August 4, 2009 the selection of a modified Alternative

4C, as the LPA, alternative 4C was an option presented and analyzed in the AA/DEIS. With the selection of the LPA, the MTA proceeded with the next steps in the project planning process, including the continuation of cultural resources studies and consultation to assess the potential project effects to all historic properties contained within the APE of the LPA.

a. Historic Architectural Resources – Revisions to Determination of Eligibility

MTA received comments from the MHT in 2011, requesting revisions to a limited number of submitted historic architectural record forms. As additional technical coordination was required to complete these revisions, the MTA produced a submittal packet of updated LPA mapping and a series of technical questions. The packet was submitted on September 22, 2011, and MHT comments were received January 17, 2012. The final revision to the previously submitted forms for MHT's review was completed in June 2012.

b. Historic Architectural Resources – Supplemental Survey of Revised APE

Since the completion of prior historic architecture surveys, there have been revisions to the project alignment that modified the project APE. Given the potential for additional historic architectural resources within the modified APE, additional survey information was required. These additional investigations were to ensure that potential new cultural resources, not covered by the prior survey efforts, are identified, recorded and evaluated for National Register of Historic Places (NRHP) eligibility. In addition to the questions regarding previously submitted DOE forms, the September 22, 2011 MTA submittal also contained technical questions on the recordation of resources within the new areas of the APE. Based on the guidance contained in the MHT comments from January 2012, additional survey work was completed and submitted for MHT review in May 2012.

c. Archeological Resources – Phase IB Work Plan

MHT requested that an intensive-level evaluation of archeological impacts be deferred until the LPA was selected (MHT Letter, March 19, 2007). After the selection of the LPA and based on the results of the previous Phase IA technical report, the MHT requested the development and submittal of a Phase IB Archeological Work Plan (MHT Red Line Status Briefing – December 8, 2010). With the December 2011 release of the updated Limits of Disturbance (LOD) mapping, the draft Phase IB Archeological Work Plan was updated and submitted for MHT review on April 4, 2012 and approved on April 17, 2012.

2.4.2 Upcoming Project Consultation in Support of the FEIS

In accordance with Section 106, the MTA will follow the Section 106 consultation process. During earlier phases of the project, invitations to participate in the Section 106 process were included in project newsletters and public meeting announcements, which were mailed to property owners in the project study corridor. In order to solicit comments and participation from specific parties likely to be interested in historic, archeological and cultural resources, the MTA developed a list of Section 106 Potentially Interested Parties and verified that they were included on the project mailing lists. Through public meetings and outreach activities, information on how to become a consulting party was made available to the community.

If the project would adversely affect any historic properties, the team will work with FTA, MTA, MHT, consulting parties and other agencies, as appropriate, to develop mitigation measures to be included in a Programmatic Agreement (or Memorandum of Agreement).

2.5 Citizens' Advisory Council

In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The bill established the membership of the CAC and its role in the Red Line planning process. The CAC is responsible for advising the MTA on impacts, opportunities and community concerns about the Red Line, including:

- Advising the MTA on potential neighborhood impacts resulting from the Red Line project
- Providing input to the MTA as the project advances through the planning, engineering, right-of-way acquisition, and construction phases
- Reviewing economic development opportunities associated with the project

The CAC met monthly in 2008 to review numerous topics of importance to the planning and development of the Red Line. All of the CAC meetings were open to the general public. **Table 4** lists the topics of discussion at CAC meetings in 2008.

Table 4: Topics of Discussion during Citizens' Advisory Council (CAC) Meetings (2008)

Analysis of CAC Modifications to Alternative 4C	Report of CAC Alternatives Subcommittee
Baltimore City Land Bank	Summary of DEIS Public Comments
CAC Role and Strategies for Working With Community Leaders	Selection of LPA
DEIS Distribution and Public Hearing Notification	Selected LPA
Economic Scan	Update on Red Line Project Milestones/ Schedule
Edmondson Avenue Traffic Capacity	Update on State Center Transit Project and The Neighborhood Alliance
Environmental Justice	Update on Southeast Baltimore Alignment Options
Federal Economic Recovery Plan; Implications for Red Line	Vote on CAC Preferred Alternative (4C received a majority of the votes cast)
Proposed Red Line Stations	Where Do We Go From Here; Subcommittee Report
Report on "Transit Around the Nation" Trips	West Baltimore MARC Station Update
Report on DEIS Public Hearing Attendance	Report of CAC Alternatives Subcommittee

The CAC met monthly during 2009 following the 2008 public hearings. At the July 2009 meeting, the CAC voted to determine the alignment alternative with the most CAC member support. While six of the 11 CAC members in attendance agreed to change the CAC's December 2008 consensus vote for AA/DEIS Alternative 4C, the rules of procedure for altering a previous decision requires two-thirds, or eight votes. Therefore, the results of the December 2008 vote to support Alternative 4C remained intact. Alternative 4C closely follows the Preferred Alternative. **Table 5** summarizes the major topics discussed during CAC meetings held in 2009

to 2012 as noted in the CAC meeting minutes. Meeting minutes are available on the Red Line website at www.baltimoreredline.com.

Please refer to **Appendix D** for the 2009, 2010 and 2011 CAC *Annual Reports*.

Table 5: CAC Meetings (2009-2012)

Meeting Date	Location	Major Topics Discussed
January 8, 2009	University of Maryland at Baltimore (UMB) BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> Review of Public Comments CAC Role and Strategies for Working With Community Leaders Economic Scan
February 12, 2009	Woodlawn Community Center	<ul style="list-style-type: none"> Update on State Center Transit Project and Neighborhood Alliance Federal Economic Recovery Plan; Implications for Red Line CAC Role and Strategies for Working With Community Leaders
March 12, 2009	Holy Rosary Church	<ul style="list-style-type: none"> Analysis of CAC Modifications to Alternative 4C Update on Southeast Baltimore Alignment Options Update on Red Line Project Milestones/Schedule Where Do We Go From Here; Subcommittee Report
April 2, 2009	UMB BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> Analysis of CAC Modifications to Alternative 4C (West Side) Summary of DEIS Comments Subcommittee Report
May 14, 2009	Woodlawn Community Center	<ul style="list-style-type: none"> Baltimore City Land Bank Summary of DEIS Comments Selection of Locally Preferred Alternative Subcommittee Report
June 11, 2009	Edmondson-Westside High School	<ul style="list-style-type: none"> Edmondson Avenue Traffic Capacity West Baltimore MARC Station Update CAC Annual Report R. Keith Downtown Alternative CAC Bus Tour
July 9, 2009	Holy Rosary Church	<ul style="list-style-type: none"> R. Keith Downtown Alternative Discussion of Council Vote on Alternative 4C Proposed Red Line Stations CAC Annual Report
September 10, 2009	UMB BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> Selected LPA CAC Annual Report Bylaw Amendments

Table 5: CAC Meetings (2009-2012)

Meeting Date	Location	Major Topics Discussed
October 8, 2009	Woodlawn Community Center	<ul style="list-style-type: none"> • Bylaw Amendments • CAC Annual Report • Project Schedule • Community Compact
November 12, 2009	Lockerman Bundy Elementary School	<ul style="list-style-type: none"> • CAC Annual Report • By-Law Amendments • Bi-monthly meetings • Unexcused absences • Quorum requirement • Comparison of Alternative 4C “Locally Preferred Alternative”
January 14, 2010	Holy Rosary Church	<ul style="list-style-type: none"> • Implications of Proposed Changes to New Starts Program • Planning for Safety and Security
March 11, 2010	UMB BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> • Red Line Economic Impact Study • Transit Safety and Accident Data • Station Area Planning Process • Minimum Operating Segments
May 13, 2010	Chadwick Elementary School	<ul style="list-style-type: none"> • Motion to honor R. Keith • Motion on Frequency of CAC Meetings • Light Rail and Metro Collision Data • Station Area Advisory Committee Process • Ridership and Capacity • Presentation of Video Simulation of West Side
July 8, 2010	UMB BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> • Ridership and Capacity • Redevelopment Opportunities • State Budget and Legislative Report • Crossover in Lombard Street Tunnel
September 9, 2010	Johns Hopkins Bayview Medical Center	<ul style="list-style-type: none"> • Response to Capacity Analysis • Annual Report Planning • Station Area Planning Process
November 4, 2010	Edmondson-Westside High School	<ul style="list-style-type: none"> • Joint Follow-Up Response to Capacity Analysis • Annual Report • Station Area Planning Process
January 13, 2011	UMB BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> • Follow-Up Response to Capacity Analysis • Introduction of Community Liaisons • Status of FTA New Starts Process • Design Options for Edmondson Avenue Segment
March 10, 2011	Holy Rosary Church	<ul style="list-style-type: none"> • Final Follow-Up Response to Capacity Analysis • Design Options for Boston Street Segment • Update on Station Area Advisory Committees • Map Documentation of Project Impacts

Table 5: CAC Meetings (2009-2012)

Meeting Date	Location	Major Topics Discussed
May 12, 2011	Edmondson-Westside High School	<ul style="list-style-type: none"> • CAC Vacancies • Update on Project Outreach Activities • Status of FTA New Starts Process • Map Documentation of Project Impacts • Design Options for Edmondson Avenue Segment • CAC Committees
July 14, 2011	UMB BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> • Safety and Security • Proposal for CAC Committees • Proposed Modifications to Locally Preferred Alternative • Project Expenditures to Date • Framework for Special Edmondson Avenue Meeting
September 8, 2011	Christ the King Episcopal Church, Woodlawn	<ul style="list-style-type: none"> • Adoption of Annual Report • Format for Special Meetings for Edmondson Avenue Residents • What Happens During Preliminary Engineering Phase • SAAC Reactions to Proposed Modifications to Locally Preferred Alternative • Project Expenditures to Date
January 12, 2012	Perkins Square Baptist Church	<ul style="list-style-type: none"> • Bylaws Amendment • Neighborhood Community Development • Economic Empowerment • Construction and Operation Impacts & Mitigation • Funding Status • Design Status • Meetings for I-70 Communities • SAAC Progress
February 9, 2012	Sojourner-Douglass College	<ul style="list-style-type: none"> • Presentation: Update of SAAC – Subcommittee Informational Session
March 8, 2012	UMB BioPark Life Sciences Conference Center	<ul style="list-style-type: none"> • Public Participation Guidelines • Neighborhood Community Development • Economic Empowerment • Construction and Operation Impacts & Mitigation • Funding Status • I-70 Public Meeting Summary

Table 5: CAC Meetings (2009-2012)

Meeting Date	Location	Major Topics Discussed
May 10, 2012	Holy Rosary Church	<ul style="list-style-type: none"> Public Participation Guidelines Neighborhood Community Development Economic Empowerment Construction and Operation Impacts & Mitigation MTA Employment Opportunities Surface Station Architectural Concepts Public Meetings Funding Status Legislative Session Summary
July 12, 2012	St. William of York Church	<ul style="list-style-type: none"> Annual Report Screening of updated project video Funding status Open House Summary
September 13, 2012	Morning Star Baptist Church Community Outreach and Educational Center	<ul style="list-style-type: none"> Annual Report Construction and operation impacts & mitigation Economic empowerment Neighborhood community development FEIS timetable Summer outreach summary Architectural concepts for underground stations

Source: MTA, October 2012

On September 17, 2011, the CAC participated in a “Retreat” consisting of group discussions, break-out sessions and conversations with the MTA Administrator, Mr. Ralign Wells, elected officials, the Red Line study team, and other invited guests. A second Retreat held on October 13, 2011 featured Sgt. Bryan White from the MTA Police Division. At both Retreats attendees discussed purposes of, and expectations for: the CAC, ongoing activities, progress, and next steps. Refer to **Appendix D** for a detailed summary of the 2011 CAC Retreats. **Table 6** identifies the major discussion topics:

Table 6: Topics of Discussion during CAC Retreats

CAC Retreat Dates	
September 17, 2011	October 13, 2011
<ul style="list-style-type: none"> Challenges in moving forward with new agenda items 	<ul style="list-style-type: none"> Alignment of CAC Roles with the Mission
<ul style="list-style-type: none"> Determining the “advising” role of the CAC 	<ul style="list-style-type: none"> Identify process to determine core goals

Table 6: Topics of Discussion during CAC Retreats

CAC Retreat Dates	
September 17, 2011	October 13, 2011
<ul style="list-style-type: none"> Identifying key process areas for CAC efficiency <ul style="list-style-type: none"> Mission work Public comment Gathering Information from the Public Meeting Agenda Process 	<ul style="list-style-type: none"> Identify guiding principles for efficiency
<ul style="list-style-type: none"> Identifying guiding principles for CAC efficiency <ul style="list-style-type: none"> Decision-making Communication 	<ul style="list-style-type: none"> Finalize leadership and members for the three sub committees <ul style="list-style-type: none"> Neighborhood/Community Development Economic Empowerment (Jobs, MBE, Workforce Development) Construction/Operating Impact/Mitigation
<ul style="list-style-type: none"> Examining ways to be more strategic 	<ul style="list-style-type: none"> Members of the “Gathering Information From the Public” group define next steps
<ul style="list-style-type: none"> Discussing perspectives about the benefits and role of public comment in CAC meetings 	<ul style="list-style-type: none"> Members of the “Meeting/Agenda Process” group define next steps

2.6 Community Liaisons

The Red Line Community Liaisons play a key role in MTA's efforts to engage the community and enhance awareness of the project and engage surrounding neighborhoods. The Community Liaisons work closely with residents, businesses, community organizations, and other stakeholders, and serve as liaisons between the MTA and communities. They work with diverse communities to ensure concerns are documented and submitted to the MTA for consideration to the project. Integrating the Community Liaisons into the Red Line project fulfills one of the goals outlined in the 2008 *Baltimore City Red Line Community Compact*.

The five Community Liaisons, who have a vast amount of community outreach experience, have organized presentations, community events, business outreach, and other outreach efforts throughout the corridor. **Figure 2** presents the coverage areas for each of the Community Liaisons. **Table 7** lists the Community Liaisons and the station areas that they represent.

Table 7: Community Liaisons

Name	Coverage Area	Station Areas Represented
Keisha Trent	1	CMS Security Square Social Security Administration I-70 Park-and-Ride
Charisse Lue	2	Edmondson Village Allendale Rosemont

Table 7: Community Liaisons

Name	Coverage Area	Station Areas Represented
		West Baltimore MARC
Lisa Akchin	3	Harlem Park Poppleton Howard Street/University Center Inner Harbor
Rachel Myrowitz	4	Harbor East Fell's Point Canton
John Enny	5	Brewers Hill/Canton Crossing Highlandtown/Greektown Bayview Campus Bayview MARC

Source: Maryland Transit Administration, October, 2012

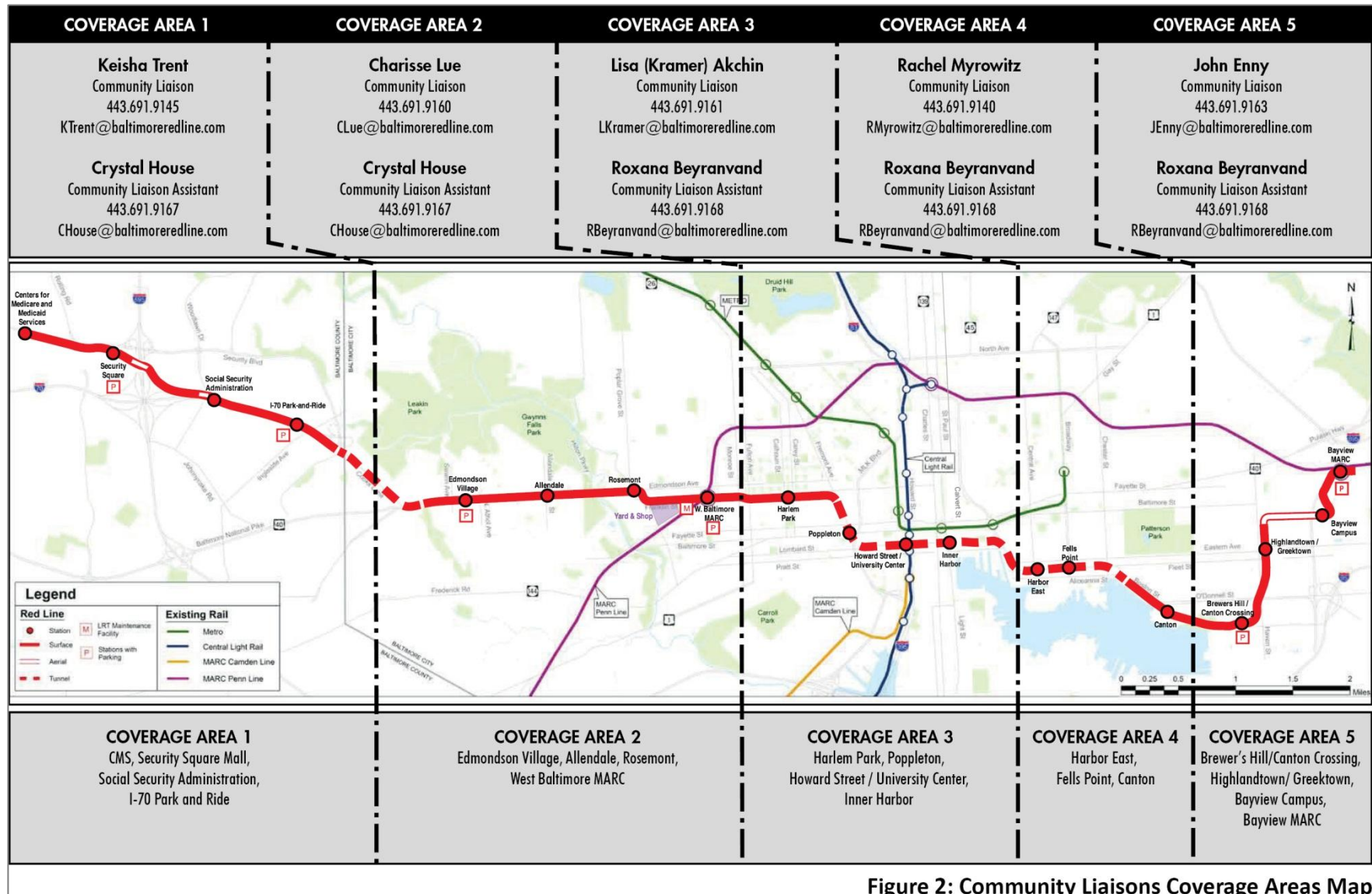


Figure 2: Community Liaisons Coverage Areas Map

2.7 Focused Outreach Plan

2.7.1 Community Meetings and Outreach

The Red Line Speaker's Bureau was created in September 2005 to establish and maintain open communication with residents within the project study corridor, and to give communities the opportunity to discuss how their community would be affected by the proposed Red Line project. Since the launch of the Community Liaisons program these presentations to community associations are now referred to as Community Liaison presentations; they are held in an informal, small-group setting. Please refer to **Appendix E** which lists the Speakers Bureau presentations held between 2007 and 2010. **Table 8** summarizes the Community Liaison presentations that have occurred since 2011.

Table 8: Community Liaisons Presentations

Date of Meeting	Organization	Major Topics Discussed
February 3, 2011	1400 Lancaster Condo Association	Timeline, station location, construction impacts on traffic
February 8, 2011	Franklin Square Association	General Overview
February 22, 2011	Henderson's Wharf Condo Association	Capacity, alignment, decisions about tunneling
February 25, 2011	DAP Products at the Canton Can Company	Impact to Boston Street, noise, construction
February 28, 2011	Allendale/Edgewood Community Association	Project overview
March 1, 2011	Edmondson Village Community Association Meeting	Project progress, traffic, parking, right-of-way, community context, construction activities, safety
March 2, 2011	Ridgley's Delight Community Association	Timeline, station use, cost, service
March 3, 2011	Harlem Park Community Association	Project Update
March 8, 2011	Bayview Community Association	Alignment and station location
March 16, 2011	Greektown CDC	Alignment and station location
March 21, 2011	Paradise Community Association	Project overview, cost
April 7, 2011	Seton Hill Community Association	Project overview
April 12, 2011	Westerlee Community Association	Project overview
April 26, 2011	Merrymount Community Association	Project overview, traffic impacts
April 26, 2011	Woodbridge Valley Community Association	Project overview
May 4, 2011	Anchorage Townhomes	Boston Street alignment, basic project information
September 12, 2011	Canton Square Homeowners Association Speakers Bureau	Project Update, crime, traffic, parking, property value

Date of Meeting	Organization	Major Topics Discussed
September 19, 2011	Anchorage Townhomes	Impacts during construction and operation, relocation of tree berm and property ingress/egress
October 18, 2011	Anchorage Towers	Boston Street alignment, impacts to noise, loading zone and loading dock
October 18, 2011	Hunting Ridge General Assembly	Area development, alignment, station design
October 20 and 29, 2011	Edmondson Avenue Residents with homes on Edmondson Avenue	Potential impacts on residences and neighborhood
October 26, 2011	Edgewood Community Association	Project Update
November 17, 2011	Moorings Homeowners Association	Crime, parking, traffic, impacts
February 1, 2012	Fell's Point Residents Association	Project updates, schedule, funding, SAAC Vision Plan
February 8, 2012	Fells Prospect Community Association	Provision of bicycle racks on LRT vehicle, crime prevention tools
February 14, 2012	Citizens of Pigtown	Project update
March 1, 2012	Harlem Park Community Association	Parking impacts
March 13, 2012	Dickeyville Community Association	I-70 options
March 19, 2012	Greater West Hills	I-70 and Cooks Lane options
March 27, 2012	Canton Community Association	Project updates
March 29, 2012	Ten Hills Community Association	I-70 options
April 4, 2012	Edmondson Village Community Association	I-70 options
April 4, 2012	Butcher's Hill Community Association	Project update
April 10, 2012	Franklinton Community Association	Transit Oriented Development (TOD), I-70 station
April 17, 2012	Westerlee Community Association	I-70 options
May 8, 2012	Bayview Community Association	Project information
May 22, 2012	Westview Park Civic & Improvement Association	Project status, impacts
May 24, 2012	Evergreen Community Association	Project update
May 24, 2012	Allendale Community Association	Project update

2.7.2 Business and Stakeholder Meetings and Outreach

The MTA not only meets with individuals and community organizations, but also with businesses, special interest groups, and government agencies. Beginning in Fall 2004, the MTA held project overview and update meetings for businesses, churches, hospitals, schools and other stakeholders within the project study corridor. As new information becomes available, future meetings with businesses and other stakeholders will be scheduled to keep them informed on the progress of the Red Line project. These outreach meetings are discussed in **Section 2.6**, which covers the Community Liaison program, and in **Section 2.9**, which includes a list of meetings with businesses and other stakeholders.

2.7.3 Hispanic Outreach

Focused outreach to Spanish speaking populations has been incorporated into many of the outreach strategies and tools put forth in the Red Line Public Involvement Plan. The MTA has continued to build on relationships established during the AA/DEIS development phase. Ongoing coordination with advocacy organizations such as Education Based Latino Outreach Center (EBLO) and the Latino Providers Network has provided opportunities to reach and engage the Hispanic community in the development of the project. The Community Liaisons have given presentations to both organizations. In addition, the Community Liaisons have also incorporated door-to-door outreach as a part of the canvassing plan to have face-to-face interaction with business owners and managers and residents in the “Spanishtown” area of the Upper Fells Point neighborhood (along Broadway, Eastern Avenue, Fleet Street) and in the Highlandtown neighborhood (along Eastern Avenue) to provide stakeholders with Red Line project fact sheets, newsletters and event invitations and announcements in both English and Spanish.

Red Line project materials were also translated into Spanish and provided to the community at EBLO, Esperanza Center and the Southeast Anchor Pratt Library. The FEIS Executive Summary was also translated into Spanish as well as various e-newsletter editions, the frequently asked questions document, fact sheets, and other pertinent project materials as needed.

The Community Liaisons also attended ethnic festivals and community events, discussed in **Section 2.9**, to reach Hispanic populations which included Latino Fest, Cinco de Mayo, Fells Point Fun Festival, Highlandtown Farmer’s Market and the Hispanic Heritage Celebration.

2.8 Station Area Advisory Committees

In the Fall of 2010, MTA initiated a community-based initiative to provide design input in the Red Line project development. The SAACs were formed to fulfill a commitment for community-centered station design, development, and stewardship that had been set forth in the *Baltimore City Red Line Community Compact* that was drafted and signed September 12, 2008.

During the summer of 2010, MTA launched a public outreach program to inform the public about the SAAC process and to recruit members. The public was invited to submit applications for this volunteer position. The MTA selected SAAC members from a list of these self-nominated community stakeholders. The objective of the SAAC recruitment process was to select, for each of the station areas, a broad base of stakeholders including station area residents, businesses, churches, organizations, and institutions. Approximately 250 stakeholders became SAAC members.

Seventeen SAACs were formed to provide input into the planning and design of the 19 proposed light rail stations along the Red Line corridor.

Over the course of approximately eighteen months, the SAACs met with facilitation teams and local government representatives to discuss and summarize ideas and concepts pertaining to the Red Line and the stations within their communities.

During the first phase of this process, which began in October 2010, the SAACs developed Vision Plans for their station areas focusing on areas broader than the project scope that would be influenced by, and that would influence, the Red Line project and the stations. The following concepts were discussed in this process: Land Use, Economic Development, Safety and Security, Connectivity, Neighborhood Identity, and Sustainability. The SAACs also evaluated the proposed station platform locations. The concepts and ideas generated during this phase were summarized in Vision Plans for each station area, and were published in November 2011 and posted on the Red Line website.

In the fall of 2011, the SAACs entered into the second phase of the SAAC process. During the Phase II process the SAAC members were asked to give input into three “focus areas” associated with their stations:

1. The station
2. Areas around the station
3. The transit corridor between stations

More detailed concepts were developed for each station including input on landscape, lighting, furnishings, artwork, sustainability, and station design (typical shelter design and entrances). The SAACs were also asked to establish Guiding Principles for the three focus areas. The Design Concepts for each SAAC were published in June 2012 and posted on the Red Line website.

At the end of each phase of each focused SAAC effort, Open Houses were held. The first Open House was held in May 2011, and it offered an opportunity for the public to provide input and comment on the Vision Plans and proposed station locations. The SAAC members asked the question of the participants “Did we get it right?” This was an effort to engage and solicit feedback from the public. In June of 2012, another round of Open Houses were held. At these Open Houses the SAACs provided information on the results of the Design Concept efforts completed in Phase II. At each Open House, the SAAC members were “ambassadors” for the ongoing planning process and design process. The general public had the opportunity to become informed and to comment on the plans.

The SAACs were extremely helpful in providing valuable information about their communities and on how the proposed station would “behave” in the community. This feedback aided the Red Line design team in ensuring the proposed Red Line will work well within, and have connectivity to, the existing communities.

In addition to attending and participating in the SAAC process through regularly scheduled meetings, SAAC members were encouraged to reach out to their larger communities, to share information about the SAAC process and planning, and to bring back to the SAAC group input and comments pertaining to planning and design of their stations. The SAAC members were

also encouraged to continue to participate in the wider public involvement program for the Red Line as the project progresses through the other phases of development.

2.8.1 SAAC Meetings

Since 2010, the SAAC members have participated in regular meetings every six to eight weeks, and will continue to meet until the end of the station planning process. The SAACs explored the following topics for their station areas:

- Define the planning area of the station
- Establish a needs analysis by identifying strengths and weaknesses of the planning area
- Define goals and objectives for the planning area
- Determine station location(s)
- Suggest the name for the station
- Design detailed station elements
- Develop a design concept for the station based upon each station's unique character
- Provide input into other Red Line design elements near the station

Table 9 lists the SAAC meetings held from 2010 through 2012. Please refer to the Red Line Project website (www.baltimoreddline.com) for meeting agendas and minutes, presentations, maps, and other materials presented at each SAAC meeting.

Table 9: Station Area Advisory Committee (SAAC) Meetings

SAAC #1 – Centers for Medicare & Medicaid Services (CMS)		
September 20, 2010	January 10, 2011	January 9, 2012
November 8, 2010	March 1, 2011	March 19, 2012
	April 11, 2011	April 23, 2012
	June 20, 2011	
	November 16, 2011	
SAAC #2 – Security Square		
September 21, 2010	January 25, 2011	January 10, 2012
November 9, 2010	March 1, 2011	March 13, 2012
	April 19, 2011	May 8, 2012
	June 28, 2011	
	November 16, 2011	

Table 9: Station Area Advisory Committee (SAAC) Meetings

SAAC #3 – Social Security Administration		
September 21, 2010	February 8, 2011	January 26, 2012
November 9, 2010	March 15, 2011	April 14, 2012
	April 7, 2011	May 1, 2012
	June 28, 2011	
	July 12, 2011	
	November 16, 2011	
SAAC #4 – I-70 Park-and-Ride		
September 22, 2010	January 19, 2011	February 6, 2012 (Special Meeting)
November 17, 2010	February 23, 2011	February 22, 2012
	April 6, 2011	March 28, 2012
	June 29, 2011	April 24, 2012 (Special Meeting)
	September 21, 2011	May 9, 2012
	November 16, 2011	
	December 12, 2011 (Special Meeting)	
SAAC #5 – Edmondson Village		
September 22, 2010	January 25, 2011	February 16, 2012
November 9, 2010	March 29, 2011	March 29, 2012
	April 26, 2011	May 3, 2012
	June 28, 2011	
	November 3, 2011	
SAAC #6 – Allendale		
September 28, 2010	January 10, 2011	January 19, 2012
November 4, 2010	January 25, 2011	March 13, 2012
	February 8, 2011	May 7, 2012
	March 17, 2011	
	April 14, 2011	
	June 23, 2011	
	November 3, 2011	
SAAC #7 – Rosemont		
September 20, 2010	January 10, 2011	January 9, 2012
November 8, 2010	January 24, 2011	March 6, 2012
	February 7, 2011	May 8, 2012
	March 14, 2011	
	April 11, 2011	
	June 20, 2011	
	November 3, 2011	
SAAC #8 – West Baltimore MARC		
September 21, 2010	January 10, 2011	January 10, 2012
October 26, 2010	February 8, 2011	March 6, 2012
December 7, 2010	March 22, 2011	May 8, 2012
	April 19, 2011	
	June 21, 2011	
	November 3, 2011	

Table 9: Station Area Advisory Committee (SAAC) Meetings

SAAC #9 – Harlem Park/Poppleton		
September 23, 2010	January 10, 2011	January 11, 2012
November 18, 2010	January 20, 2011	February 29, 2012
	March 24, 2011	March 6, 2012
	April 21, 2011	May 23, 2012
	June 16, 2011	June 16, 2012
	September 22, 2011	
	November 3, 2011	
	November 14, 2011	
SAAC #10 – Howard Street/University Center		
September 27, 2010	January 10, 2011	January 10, 2012
November 8, 2010	March 22, 2011	March 20, 2012
	May 5, 2011	
	June 27, 2011	
	November 14, 2011	
SAAC #11– Inner Harbor		
September 22, 2010	January 10, 2011	January 9, 2012
November 15, 2010	March 22, 2011	March 30, 2012
	April 26, 2011	
	July 21, 2011	
	October 3, 2011	
	November 14, 2011	
SAAC #12 –Harbor East		
September 22, 2010	January 19, 2011	January 9, 2012
November 10, 2010	March 24, 2011	January 23, 2012
	May 5, 2011	April 30, 2012
	July 7, 2011	
	November 14, 2011	
SAAC #13 – Fell’s Point		
September 23, 2010	January 20, 2011	January 23, 2012
November 15, 2010	March 24, 2011	April 30, 2012
	April 19, 2011	
	June 30, 2011	
	November 14, 2011	
SAAC #14 – Canton		
September 27, 2010	January 20, 2011	January 18, 2012
November 4, 2010	March 1, 2011	March 21, 2012
	April 14, 2011	May 23, 2012
	June 15, 2011	
	November 17, 2011	

Table 9: Station Area Advisory Committee (SAAC) Meetings

SAAC #15 – Brewers Hill/Canton Crossing		
September 28, 2010	January 12, 2011	January 26, 2012
November 10, 2010	March 2, 2011	March 14, 2012
	April 13, 2011	May 2, 2012
	June 15, 2011	
	November 17, 2011	
SAAC #16 – Highlandtown/Greektown		
September 30, 2010	January 13, 2011	January 19, 2012
November 30, 2010	March 3, 2011	March 15, 2012
	April 7, 2011	May 3, 2012
	June 21, 2011	
	November 17, 2011	
SAAC #17 – Bayview Campus/Bayview MARC		
September 27, 2010	January 13, 2011	January 25, 2012
November 15, 2010	March 28, 2011	March 7, 2012
	May 2, 2011	May 17, 2012
	June 20, 2011	
	November 17, 2011	

2.8.2 SAAC Events

The SAACs participated in the following events:

- New Links-Baltimore Seminar** – The MTA hosted the New Links-Baltimore seminar, *New Links-Baltimore: Red Line Stations Taking Communities to New Places* conference on October 9, 2010, which brought together many volunteers participating in the SAACs. The New Links-Baltimore seminar was designed to foster collaboration and provide station area planning assistance. The MTA invited national experts to share their experiences with the Baltimore community. Their expertise has helped communities across the country understand important concepts, principles, and best practices that raise the value of rail stations and make them an integral part of community development and revitalization. Please refer to **Appendix F**, which contains the brochure announcing the New Links-Baltimore seminar.
- Columbia Heights Walking Tour** – On December 4, 2010, 30 SAAC members attended a walking tour of the Columbia Heights Transit Oriented Development (TOD) in Washington, DC. The Columbia Heights Streetscape Project was one of many examples presented at the New Links-Baltimore conference in October 2010 of development and enhancements that can be achieved in communities undergoing transit investment. The walking tour highlighted the many considerations in the station planning process to make livability, sustainability, affordable housing, and other goals more attainable. Please refer to **Appendix F** which contains a summary of the Columbia Heights Walking Tour.

- **RailVolution, Washington DC, October 2011** – SAAC members were given an opportunity (through a grant from Baltimore City) to attend this national transportation planning convention held in Washington, DC. They were able to see examples of case studies in topics ranging from Transit Oriented Development to bike sharing from across the country. The SAAC members who attended brought back the information and ideas to their fellow SAAC members and their communities to apply to the Red Line project.
- **I-70 Special Meetings** – On December 12, 2011, the MTA hosted a special meeting to discuss existing conditions in the I-70 area and proposed concepts for the Red Line alignment and I-70 Park-and-Ride Station, including potential roadway modifications. Meeting attendees asked questions and comments were provided on the concepts.
- On February 6, 2012, the MTA hosted a special meeting to present the traffic analysis results for the proposed I-70 Park-and-Ride Station. A total of 148 people attended the meeting. Following the meeting, the MTA answered questions and accepted comments. Meeting attendees could also submit their comments by completing comment cards following the meeting and submitting them to MTA for review and consideration.
- On April 24, 2012, the MTA hosted a special meeting to review the chronology of the development of alternatives, to review the alternatives presented at the February 6, 2012 Special Meeting, and to present a new alternative in the I-70 area. The MTA compared the potential issues related to the two alternatives including costs, operations, traffic impacts, land use integration, environmental, and other issues. Following the meeting, the MTA answered questions and accepted comments. Please refer to **Appendix F** which contains meeting notes from the Special Meetings for the I-70 Park-and-Ride Station.
- **Operations and Maintenance Facility Special Meeting** - On April 12, 2012, the MTA hosted the first in a series of information sessions on the planned light rail Operations and Maintenance Facility (OMF). The gathering allowed residents, businesses and other stakeholders to preview the design, operations, and functions of the facility that would be located at 301 North Calverton Road in west Baltimore. Attendees were also able to view examples of current light rail maintenance facilities for projects within the United States, including Baltimore's Central Light Rail Maintenance Facility. Please refer to **Appendix F** which contains meeting notes and the presentation from the Special Meeting held for the OMF at the Calverton Site.
- **Philadelphia Light Rail Tour** – On April 14, 2012 SAAC members, facilitators and Community Liaisons participated in a tour of Philadelphia's transit system, Southeastern Pennsylvania Transportation Authority (SEPTA). SEPTA and the neighboring Port Authority Transit Corporation (PATCO) systems were selected for observation because they are an established system in a city similar to Baltimore in its economic diversity and neighborhood-centered population density. Touring SEPTA's light rail service enabled participants to see how the system operates and connects with PATCO. Also of note were the station amenities including murals, transit oriented development, and bicycle integration on vehicles.

- **SAAC Celebration** - On June 26, 2012, members of 17 SAACs were the guests of honor at a celebration of their contribution to the Red Line station planning process. Their collaborative effort has added tremendous value to the work of designing a transit line that will benefit communities, Baltimore City, Baltimore County, and the surrounding region.

2.9 Public Outreach Activities

The MTA participates in various public outreach activities to increase awareness of the project throughout the Baltimore region, provide up-to-date project information, as well as create relationships, opportunities, and connections to sustain project outreach and feedback. **Table 10** lists the public outreach activities attended during 2009 and 2010.

Since 2010, MTA has continued its participation in public outreach activities at which they answered questions about the Red Line project, received feedback, and developed a greater understanding of, and appreciation for, the neighborhoods that the Red Line will serve. **Table 11** lists the Red Line Community Liaisons public outreach activities from January 2011 to June 2012.

Table 10: Public Outreach Events (2009-2010)

Event Date	Location	# of Persons Reached	# of Mailing List Sign Ups
November 18, 2009	CMS – 7500 Security Boulevard	85	0
November 19, 2009	Lexington Market	174	50
November 20, 2009	Santoni's Supermarket	70	12
November 21, 2009	Super Fresh	25	14
November 24, 2009	Giant Edmondson Avenue	28	4
November 28, 2009	Perkins Square Baptist Church	35	5
December 1, 2009	Johns Hopkins Bayview Café	184	9
December 4, 2009	Johns Hopkins Hospital Metro	504	2
December 6, 2009	New Hope Baptist	85	5
December 7, 2009	Charles Center Metro East Entrance	729	1
December 8, 2009	University of Maryland Medical Center	155	15
December 9, 2009	SECU – Chadwick Office	75	7
December 12, 2009	Holy Rosary Church Bingo	65	2
December 13, 2009	Carter Memorial Church	136	0
December 14, 2009	UMD Bio Park	45	1
December 15, 2009	Candler Building, 111 Market Place	11	1
December 17, 2009	BCCC Lombard Street	60	7
December 21, 2009	Bank of America Tower, 100 S. Charles Street	70	3
December 28, 2009	Mayor's Holiday Basketball Tournament – Chick Webb Recreation Center	173	0
January 12, 2010	Mercy Medical Center	90	8
January 28, 2010	750 E. Pratt Street	52	0
February 2, 2010	Canton Crossing	84	8
February 25, 2010	Kernan Hospital	127	2
March 2, 2010	Security Square Mall	127	36
March 5, 2010	1st Mariner Arena – Baltimore Blast Game	34	5
March 13, 2010	State of Our Watershed Conference	56	19
March 20, 2010	Security Square Mall	77	21
March 26, 2010	Maryland Insurance Administration Benefits Fair	85	12
April 17, 2010	EcoFest	165	22
April 22, 2010	UMMC – Earth Day Celebration	200	120
April 22, 2010	CMS – Earth Day Celebration	150	46
April 27, 2010	CCBC Catonsville – Combating Violence Seminar	14	0
May 18, 2010	Mercy Medical Center – Employee Benefits Fair	120	11
June 1, 2010	Johns Hopkins Bayview	108	15
June 19, 2010	Sojourner Christian Ministries' Family Fun Fest	8	3
June 26, 2010	Orangeville Community Festival	43	2
June 28, 2010	Constellation/BGE-Candler Bldg	70	7
Total Number of People Reached		4,319	475

Table 101: 2011 and 2012 Red Line Community Liaison Outreach Activities

Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
Canton Community Association	1/25/2011	Association / Group Meeting	Canton	50	Project timeline, station location
Monique Washington- Edmondson Village Community Association	2/1/2011	Public Meeting	Edmondson Village		Project overview
Baltimore County Office of Planning	2/3/2011	One-on-One Meeting	Corridor Wide	7	TOD opportunities, county involvement
La Cite – Dan Bythewood	2/4/2011	One-on-One Meeting	Poppleton	1	General information on Poppleton community and development
Friendship Outreach Center	2/7/2011	One-on-One Meeting	City Wide	Not Applicable (N/A)	Jobs
Jessica Contreras	2/7/2011	One-on-One Meeting	Highlandtown/Greektown	3	Latino outreach
PACE, Perkins Homes, Jane Woodhall and Baltimore City DOT Kenya Asli	2/8/2011	One-on-One Meeting	Joint: see comments		Jobs, community outreach strategy - gathering feedback from public housing residents
Southeast Community Development Corporation	2/8/2011	One-on-One Meeting	Highlandtown/Greektown	4	Stakeholder perspective, project history
Mayor's Office of Neighborhoods	2/8/2011	One-on-One Meeting	City Wide	4	Latino outreach
Baltimore City Office of Neighborhoods – Catalina Rodriguez	2/8/2011	One-on-One Meeting	Fell's Point	4	Latino community outreach strategies, population location and language differences
BaltimoreCAN	2/9/2011	Speaker's Bureau	Howard Street	11	General overview; concerns about local hiring
Coppin State University	2/9/2011	One-on-One Meeting	Westside	6	Basic project info
Downtown Partnership of Baltimore	2/9/2011	One-on-One Meeting	Charles Center	4	Assistance with getting contacts for businesses in the area
Education Based Latino Outreach – Hector Manzano	2/9/2011	One-on-One Meeting	Fell's Point	4	Latino community outreach strategies, population location and language differences
Lockerman Bundy Elementary School Parent Teacher Night	2/9/2011	Speaker's Bureau	West Baltimore MARC		Project overview
Obrecht Commercial Real Estate, Inc.	2/9/2011	One-on-One Meeting	Canton Crossing	2	Proximity of station to development, alignment of line through land parcel
Bayview Business Association, Inc.	2/10/2011	One-on-One Meeting	Bayview Campus	3	Outreach to the Bayview community
Bon Secours of Maryland Foundation	2/11/2011	Speaker's Bureau	Harlem Park	5 to 10	Project overview
Patterson Park Neighborhood Association	2/14/2011	Association / Group Meeting	Canton, Highlandtown/Greektown	34	Above ground vs. underground, impacts to homes, impacts to Boston St.
Baltimore City Department of Transportation	2/15/2011	Association / Group Meeting	City Wide	10	Boston Street use as truck route, use of Haven Street
Patterson High School Family and Community Engagement Council	2/15/2011	Association / Group Meeting	Bayview Campus	8	Project overview, Community Liaison (CL) introductions, alignment, timeline
Upper Fell's Point Improvement Association	2/15/2011	Association / Group Meeting	Fell's Point	6	Lawsuits, timeline, Boston Street
Canton Gables Community Association	2/16/2011	Association / Group Meeting	Canton Crossing	8	Crime, above ground vs. underground, effect on commercial corridor
Baltimore County Office of Economic Development	2/17/2011	One-on-One Meeting	Coverage Area Wide	4	Economic development in Baltimore County
Broom Factory	2/18/2011	One-on-One Meeting	Canton Crossing	3	Potential loss of parking as a result of Boston Street alignment
Corporate Office Properties Trust	2/18/2011	Association / Group Meeting	Canton Crossing	20	Cost, station location, above ground vs. underground
Dogwood Elementary School	2/18/2011	Community Event/ Festival	CMS	25	Project Overview, traffic impacts
Lockerman Bundy Elementary School	2/18/2011	One-on-One Meeting	West Baltimore MARC	15	
Highlandtown Community Association	2/21/2011	Association / Group Meeting	Highlandtown/Greektown	20	Cost of the project and funding sources, alignment, economic benefit for East Baltimore
Baltimore City Department of Transportation	2/23/2011	Community Event / Festival	City Wide	N/A	TOD, Bayview
Mayor's Town Hall Meeting	2/23/2011	Association / Group Meeting	Canton	100	CL introductions
Coppin Community Alliance	2/24/2011	Association / Group Meeting	Westside	50	
Baltimore City –Damion J. Cooper	2/24/2011	Public Meeting	Charles Center/Westside		

Table 101: 2011 and 2012 Red Line Community Liaison Outreach Activities

Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
Lockerman Bundy Elementary School	2/24/2011	Info Booth	West Baltimore MARC	30	
Miriam Tillman	2/24/2011	One-on-One Meeting	Canton Crossing	2	Introduction, history of involvement in SAAC/Neighborhood
DAP Products	2/25/2011	Speaker's Bureau	Canton	22	Duration of project, impact on Boston St, construction, noise
Baltimore County Canvassing	2/25/2011	Community Event / Festival	Coverage Area Wide	700	Outreach
Western District Council Meeting	2/26/2011	Association / Group Meeting	West Baltimore MARC/Harlem Park/Rosemont	50	Alignment, station locations, safety and security
Bret Elam (SAAC Member)	2/28/2011	One-on-One Meeting	Howard Street	2	Outreach ideas for downtown area
Lockerman Bundy	2/28/2011	Info Booth	West Baltimore MARC	50	
Edgewood Community Association	2/29/2011	Association / Group Meeting	Edmondson Village	30	
Baltimore City Department of Transportation	3/1/2011	One-on-One Meeting	City Wide	7	Boh'Donnell
Woodlawn Community Education and Development Association	3/1/2011	Community Event / Festival	Security Square	40	Creation of a federal center in Woodlawn enterprise zone
Fell's Point Main Street	3/1/2011	Association / Group Meeting	Fell's Point	10	
Baltimore Heritage – Eli Possoun	3/4/2011	Community Event/Festival	Howard Street / University Center	30	Preservation of Baltimore's historic neighborhoods
Fell's Point SAAC	3/4/2011	Community Event / Festival	Fell's Point	14	
Graystone Community Association	3/7/2011	Association / Group Meeting	Social Security Administration	30	Project overview
Shirley Payne (SAAC Member)	3/7/2011	One-on-One Meeting	Harlem Park	1	Sandtown involvement with the project
Woodlawn Neighborhood Safety Team	3/7/2011	Association / Group Meeting	CMS	50	Safety, Economic Development
Bayview Community Association	3/8/2011	Association /Group Meeting	Bayview Campus	25	Alignment
B'More Mobile – Arthur Cohen	3/8/2011	One-on-One Meeting	Harbor East/Fell's Point/Canton/Canton Crossing	4	Eastern Avenue alignment, environmental justice, transit ridership
Bayview Business Association, Inc.	3/9/2011	Association / Group Meeting	Bayview Campus	15	Alignment
Kernan Hospital	3/9/2011	Info Booth	I-70 Park & Ride	40	Project overview
Fells Prospect Inc.	3/9/2011	Association / Group Meeting	Fell's Point	20	Cost, connectivity, project transparency
Young Preservationists Happy Hour	3/11/2011	Association / Group Meeting	Howard Street	20	
Greektown Community Development Corp.	3/16/2011	Association / Group Meeting	Highlandtown/Greektown	10	Alignment
Security/Woodlawn Business Association	3/16/2011	Association / Group Meeting	Security Square	32	Project overview
Constellation Energy – Alfred Picardi	3/17/2011	Speaker's Bureau	Government Center/Inner Harbor	2	Basic Red Line Presentation
Baltimore County Office of Environmental Protection and Sustainability	3/17/2011	One-on-One Meeting	Corridor Wide	8	Environment, sustainability, stormwater management
Sojourner-Douglass College	3/17/2011	One-on-One Meeting	Fell's Point	3	Alignment, TOD, workforce development
Southeast Community Development Corporation	3/17/2011	Association / Group Meeting	Highlandtown/Greektown	10	Communities for all ages
Richard Gilpin	3/18/2011	One-on-One Meeting	Canton	3	Alignment
Highlandtown Merchants Association	3/18/2011	Association / Group Meeting	Highlandtown/Greektown	10	Introduce projects and liaisons
Evergreen Protective Association	3/21/2011	Association / Group Meeting	Rosemont	40	Red Line overview
Canton Community Association	3/22/2011	Association / Group Meeting	Canton	50	Information on May 2011 SAAC Open House Meetings
Fayette Street Outreach	3/22/2011	Association / Group Meeting	West Baltimore MARC	35	Red Line overview, workforce development
Nestor Zabala	3/22/2011	One-on-One Meeting	Fell's Point	5	Informal meeting with SAAC members
Southeast Community Development Corporation/Greektown Community Development Corp.	3/25/2011	Association / Group Meeting	Highlandtown/Greektown	4	Development plans
Southeast Community Development Corporation	3/25/2011	One-on-One Meeting	Highlandtown/Greektown	4	Development plans
J.C. Romero	3/26/2011	Community Event / Festival	Bayview Campus	3	Alignment
Greater Greektown Neighborhood Alliance	3/27/2011	Community Event / Festival	Highlandtown/Greektown	50	Publicize project
Red Line Community Outreach Task Force	3/29/2011	Association / Group Meeting	Corridor Wide	8	Outreach mission and upcoming events

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Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
Ten Hills Community Association	3/29/2011	Association / Group Meeting	I-70 Park & Ride/ Edmondson Village	50	Project update
Tasty Creation	3/31/2011	One-on-One Meeting	Howard Street		
Perfecto	3/31/2011	One-on-One Meeting	Howard Street		
Woodlawn Library	4/2/2011	Community Event / Festival	Social Security Administration	10	Project overview
Randallstown High School PTSA	4/2/2011	Community Event / Festival	Social Security Administration	15	Project overview
Southeastern District Police Community Relations Council	4/4/2011	Association / Group Meeting	Coverage Area Wide	30	Project timeline
Friends of West Baltimore Squares	4/5/2011	Association / Group Meeting	Harlem Park/Poppleton/West Baltimore MARC	12	
Living Classrooms Foundation	4/5/2011	One-on-One Meeting	Harbor East	3	Project schedule, community involvement
Little Italy Community Organization (LICO) – John Makowski	4/6/2011	One-on-One Meeting	Harbor East	2	State of community organization as defunct, general project information
Fell's Point Residents Association	4/6/2011	Association / Group Meeting	Fell's Point		Information on May 2011 SAAC Open House Meetings
Baltimore City Department of Transportation	4/7/2011	Public Meeting	City Wide	14	TOD, Bayview, BohDonnell Project
Baltimore County Young Democrats	4/7/2011 and 12/7/2011	Association / Group Meeting	Coverage Area Wide	14	Project overview
Interdenominational Ministerial Alliance	4/7/2011	Association / Group Meeting	City Wide		Project update
Little Italy Social	4/7/2011	Community Event / Festival	Harbor East	50	Project schedule, underground studies
Citizen Planning and Housing Association	4/9/2011	Community Event / Festival	Joint: see comments		
Ciao Bella	4/11/2011	One-on-One Meeting	Harbor East	2	Community involvement, project status
Patterson Park Neighborhood Association	4/11/2011	Association / Group Meeting	Highlandtown/Greektown	30	Information on May 2011 SAAC Open House Meetings
Fell's Point Community Organization	4/12/2011	Association / Group Meeting	Fell's Point	20	Information on May 2011 SAAC Open House Meetings
4th District Councilman Ken Oliver	4/13/2011	Association / Group Meeting	Coverage Area Wide	2	Project overview
Baltimore County Police and Community Relations Council	4/13/2011	Association / Group Meeting	Coverage Area Wide		Project Overview
East Catonsville Manor Community Association	4/14/2011	Association / Group Meeting	Social Security Administration	40	Project Overview
Edmondson/Westside High School Parent Teacher Night	4/14/2011	Speaker's Bureau	Edmondson Village/Rosemont		Informed parents about the Red Line internship program and workforce development
Security Plus Federal Credit Union	4/15/2011	Community Event / Festival	SSA	50	Project overview
Highlandtown Community Association	4/18/2011	Association / Group Meeting	Highlandtown/Greektown	20	Information on May 2011 SAAC Open House Meetings
Baltimore City Department of Planning, Bicycle Planner	4/18/2011	Public Meeting	City Wide	N/A	Information on May 2011 SAAC Open House Meetings
Baltimore City Department of Public Works	4/18/2011	Community Event / Festival	City Wide	15	Stormwater management
Lyndhurst Community Association	4/20/2011	Association / Group Meeting	Allendale	34	Alignment, residential displacement along Edmondson Avenue
Perkins Homes Tenant Council	4/21/2011	Association / Group Meeting	Harbor East, Fell's Point	25	Project schedule, rat infestation mitigation for tunnel construction, traffic, work force development
CMS Baltimore Headquarters (Cafeteria Lobby)	4/22/2011	Community Event / Festival	CMS	60	Project overview, project timeline
Red Line Community Outreach Task Force	4/27/2011	Association / Group Meeting	Corridor Wide	3	May outreach activities; CMS/Security Square Mall joint SAAC meeting debrief
National Institutes of Health	4/27/2011	Community Event / Festival	Bayview Campus	30	Alignment, timeline, cost
Best Battery	4/28/2011	One-on-One Meeting	Canton Crossing	2	CL introductions
Envision Baltimore – Stuart Sirota	4/28/2011	One-on-One Meeting	Corridor Wide	2	Transit planning in Baltimore
Graystone Community Association	4/30/2011	Association / Group Meeting	Social Security Administration	25	Woodlawn Flea Market
Butcher's Hill Association Inc.	5/4/2011	Association / Group Meeting	Fell's Point	30	CL introductions, cost, timeline
Bayview Community Association	5/10/2011	Association / Group Meeting	Bayview Campus	20	Information on May 2011 SAAC Open House Meetings

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Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
Munsey Apartment	5/10/2011	One-on-One Meeting	Charles Center		
Lexington Market	5/11/2011	Info Booth	Howard Street	15	Information on May 2011 SAAC Open House Meetings
Albemarle Square	5/12/2011	Canvass	Harbor East		Information on May 2011 SAAC Open House Meetings
Broadway Overlook	5/12/2011	Canvass	Fell's Point		Information on May 2011 SAAC Open House Meetings
Baltimore City Department of Transportation	5/18/2011	One-on-One Meeting	City Wide	3	Complete Streets
Baltimore Chamber of Commerce	5/24/2011	Association / Group Meeting	Joint: see comments	2	networking
Fell's Point Residents Association	5/24/2011	Association / Group Meeting	Fell's Point		FPRA/project history
Fell's Point Task Force	5/25/2011	Association / Group Meeting	Fell's Point	10	CL introductions
Friends of Gwynn Falls Leakin Park	5/28/2011	Community Event / Festival	I-70 Park & Ride/ Edmondson Village	25	Outreach
Unification Day Celebration	6/2/2011	Community Event / Festival	Harbor East	50	General project information
University of Maryland	6/2/2011	Community Event / Festival	Howard St/Poppleton		Connectivity timeline, station location
Edmondson Village Community Association Meeting	6/7/2011	Association / Group Meeting	Edmondson Village	20	Project timeline
Gertrude Hack (SAAC Member)	6/7/2011	One-on-One Meeting	Allendale	2	General questions, residential displacement along Edmondson Avenue
Baltimore County Police and Community Relations Council	6/8/2011	Association / Group Meeting	Coverage Area Wide	38	Project update, Q &A
Humanim	6/8/2011	Association / Group Meeting	City Wide	18	Project overview, career options for college
Friends of President Street Station	6/9/2011	One-on-One Meeting	Harbor East	4	Station location, station name
Greektown Community Development Corp.	6/10/2011	Community Event / Festival	Highlandtown/Greektown	50	Alignment, cost,, timeline
Baltimore County Chamber of Commerce	6/16/2011	One-on-One Meeting	Coverage Area Wide	3	Project overview, potential business outreach opportunities
D:Center	6/17/2011	Community Event / Festival	Corridor-wide	Approximately 75	Creative solutions to construction phase of project
Security Square Mall (Food Court Entrance)	6/18/2011	Community Event / Festival	Security Square		Outreach
D:Center	6/23 and 6/29/2011	Community Event / Festival	Corridor-wide	9	N/A
Southeast Community Development Corporation	6/23/2011	Community Event / Festival	Highlandtown/Greektown	60	Alignment and cost
Southeast Community Development Corporation	6/23/2011	Community Event / Festival	Highlandtown/Greektown	30	Alignment, cost, timeline
Urbanite	6/24/2011	Community Event / Festival	Corridor Wide	N/A	Open City Challenge submissions
Mayor's Office of Neighborhoods	6/25/2011	Community Event / Festival	City Wide	120	Alignment, cost, crime, timeline
Luis Martinez	6/25/2011	Community Event / Festival	Canton	N/A	CL introductions
Growth Ministries Speaker's Bureau	6/29/2011	One-on-One Meeting	Edmondson Village/Allendale	6	
General Services Administration employees	7/6/2011	Info Booth	Charles Center	Approximately 15	General Questions
Fell's Point Residents Association	7/6/2011	Association / Group Meeting	Fell's Point	20	Preliminary Engineering
Allendale Neighborhood	7/7/2011	One-on-One Meeting	Allendale	268 Homes	Information from CAC meeting
Edmondson Avenue Canvassing	7/7/2011	Canvassing	Edmondson Village	85	Property acquisition
Corporate Office Properties Trust	7/8/2011	Community Event / Festival	Canton Crossing	45	Timeline, cost, crime
\$29.99 Tennis Shoe Warehouse	7/13/2011	Canvass	Joint	2	CL introductions
Accurate Rehabilitation Technologies	7/13/2011	Canvass	Fell's Point	2	CL introductions
Bank of America	7/13/2011	Canvass	Fell's Point	2	CL introductions
Bristol Liquor	7/13/2011	Canvass	Fell's Point	2	CL introductions
FusionBit	7/13/2011	Canvass	Inner Harbor East	2	CL introductions
H & S Bakery	7/13/2011	Canvass	Inner Harbor East	2	CL introductions
J Watson Creative	7/13/2011	Canvass	Fell's Point	2	CL introductions
Jazz in Center Plaza	7/13/2011	Community Event / Festival	Inner Harbor East	20 flyers	Distributed flyers
Michelle's Café	7/13/2011	Canvass	Fell's Point	2	CL introductions

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Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
Ministries of Compassion	7/13/2011	Canvass	Fell's Point	2	CL introductions
Mundo Print	7/13/2011	Canvass	Fell's Point	2	CL introductions
Super Linens	7/13/2011	Canvass	Fell's Point	2	CL introductions
Mt. Vernon Neighborhood	7/15/2011	Community Event / Festival	Charles Center	N/A	General Questions
Law Offices of David M. Lutz, P.A.	7/19/2011	Canvass	Fell's Point	2	CL introductions
31 Tigers Records	7/19/2011	Canvass	Canton	2	CL introductions
Canton Dental Associates	7/19/2011	Canvass	Canton	2	CL introductions
Dona's Hair Salon	7/19/2011	Canvass	Fell's Point	2	CL introductions
Fell's Point Liquor and Bar	7/19/2011	Canvass	Fell's Point	2	CL introductions
Hiroyuki Iseki	7/19/2011	Canvass	Joint: see comments	2	CL introductions
Jennifer Miller	7/21/2011	Canvass	Inner Harbor East		
Carolina's Tex-Mex Restaurant	7/21/2011	Canvass	Fell's Point		
Dennis P. Cuddy	7/21/2012	Canvass	Joint		
Southeast Community Development Corporation	7/28/2011	Community Event / Festival	Highlandtown/Greektown	50	Cost, timeline, alignment
7 th Annual Baltimore the Region	8/3/2011	Association / Group Meeting	Corridor Wide	45	Project overview, economic development, business impacts
Owners of 1919 Fleet Street	8/4/2011	One-on-One Meeting	Fell's Point	3	Flooding in basement
Security Square Mall (Food Court Entrance)	8/27/2011	Info Booth	Security Square	45	Project overview
Franklin Square Community Association	9/14/2011	Association / Group Meeting	Harlem Park	25	
1st Mariner Tenants Council Meeting	9/22/2011	Association / Group Meeting	Canton Crossing		
American Can Company	9/23/2011	One-on-One Meeting	Canton	4	Boston Street alignment, property impacts
Anchorage Towers	9/27/2011	Association / Group Meeting	Canton	30	Project overview, impacts that may result from operation and construction
St. Vincent de Paul, Father Lawrence	9/28/2011	One-on-One Meeting	Inner Harbor		
AMF Woodlawn Bowling Center	9/29/11	Community Event / Festival	SSA	35	Project overview
Sowebo 5k	10/3/2011	Community Event / Festival	Harlem Park/Poppleton	Approximately 35	
Bon Secours	10/4/2011	Association/Group Meeting	West Baltimore MARC		
Amour – Damon Hawkins	10/4/2011	One-on-One meeting	Harlem Park/Poppleton/West Baltimore MARC		
Watershed 263	10/5/2011	Association/Group Meeting	Harlem Park/Poppleton/West Baltimore MARC	9	
Seton Hill French Festival	10/8/2011	Community Event / Festival	Howard Street/Poppleton	Approximately 50	
Southeast Community Development Corporation	10/8/2011	Community Event / Festival	Highlandtown/Greektown	60	Project outreach/awareness
Tammy Wase	10/12/2011	One-on-One Meeting	Canton	3	Boston Street alignment, property value
Hispanic Heritage Month Celebration	10/13/2011	Community Event / Festival	Harbor East, Fell's Point, Canton	100	General project information
Hunting Ridge Assembly	10/18/2011	Association / Group Meeting	Edmondson Village		
Community Law Center	10/25/2011	One-on-One meeting	Corridor-wide		Involving CLC in community outreach projects
Mary Campbell	10/26/2011	One-on-One Meeting	Canton	2	Transit ridership, underground conditions/studies, traffic
Joe Collins	10/26/2011	One-on-One Meeting	Fell's Point, Canton	2	Transit ridership, underground conditions/studies, traffic
District 46 Office Opening	10/29/2011	Information Booth	East Section	30	Project outreach, cost, alignment
Franklin Scare	10/29/2011	Community Event / Festival	Harlem Park		
Open House District 46	10/30/2011	Community Event / Festival	Fell's Point, Canton, Highlandtown/Greektown	50	General project information
Patterson Park Harvest Festival	10/31/2011	Community Event / Festival	Fell's Point, Canton, Highlandtown/Greektown	100	General project information

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Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
Security Square Mall- Halloween Event	10/31/2011	Community Event / Festival	Security Square	25	Project overview, timeline
GROUP Ministries	11/2/2011	Association / Group Meeting	Rosemont	4	
Nancy Braymer	11/2/2011	One-on-One Meeting	Canton	3	Boston Street alignment, property value and impacts
Red Line County Tour with 1 st District Councilman Tom Quirk	11/8/2011	Association / Group Meeting	Corridor Wide	7	Alignment, traffic impacts, economic development
Marty Taylor	11/23/2011	One-on-One Meeting	Canton	2	Train speed, transit ridership, train capacity
Strategic Alliance	11/29/2011	Association / Group Meeting	Rosemont/West Baltimore MARC	20	Development, workforce development
Monument Lighting	12/1/2011	Community Event / Festival	Inner Harbor		
Jonestown Planning Council	12/6/2011	Association / Group Meeting	Charles Center; Government Center/Inner Harbor		
Amour Social Event (Red Line sponsored)	12/8/2011	Social Event	Harlem Park/Poppleton/West Baltimore MARC	60	
Anchorage Marina	12/10/2011	Association/ Group Meeting	Canton	4	Property impacts , parking lot walkthrough preparation
Security Square Mall- Holiday Information Table	12/10 and 12/19/2011	Info Booth	Security Square	65	Project overview
Chadwick Elementary School PTA Winter Dance	12/16/2011	Community Event / Festival	CMS	4	CMS station
Emergent BioSolutions	12/16/2011	One-on-One Meeting	Bayview MARC	3	Timeline, access to property for field surveys
Ernest Thorfinnsonn & Kathleen Neary	12/16/2011	One-on-One Meeting	Highlandtown/Greektown	4	Property impacts, timeline, alignment
Mark Inge	1/4/2012	Single Stakeholder Meeting	Fell's Point; Harbor East	2	Project overview property values, train aesthetics, vibration impacts, tunneling methods, transit use in Baltimore
Fell's Point Community Organization	1/10/2012	Association / Group Meeting	Fell's Point	9	Project update, alignment,
North Shore Land and Pier Group	1/11/2012	Speaker's Bureau	Canton	10	Project Overview, funding, impacts and mitigation, emergency evacuation plans, O'Donnell connection, head houses, ventilation, bus service, crime, boring machine/methods
Downtown Partnership Meeting	1/12/2012	Association / Group Meeting	Gov't Center/Inner Harbor	6	Head house locations and pedestrian tunnels.
ISB	1/12/2012	Association / Group Meeting	CMS; I-70 Park & Ride; Security Square; Social Security Administration		Traffic and business impacts on Security Boulevard, safety and crime
Anchorage Marina	1/14/2012	Community Liaison Presentation	Canton	7	Anchorage Marina/Boston Street impacts and mitigation, Bicycle safety, Emergency access and evacuation, cost of tunneling, bus routes, soil boring studies
Upper Fell's Point Improvement Association	1/17/2012	Association / Group Meeting	Fell's Point	5	Liaison introduction
Baltimore County Pedestrian & Bicycle Access Plan Open House	1/18/2012	Attended / Observed Only	CMS; I-70 Park & Ride; Security Square; Social Security Administration	Approximately 30	Bike/ Pedestrian Access to Red Line stations
Gertrude Hack (SAAC Member)	1/20/2012	Association / Group Meeting	Allendale	2	I-70 Options
Envision Baltimore-- Stu Sirota	1/23/2012	Single Stakeholder Meeting	Highlandtown/Greektown	5	Highlandtown/Greektown Station
Denise Dutton	1/23/2012	Single Stakeholder Meeting	Howard Street/University Center	3	Planning for Pigtown Social Event
Canton Community Association Meeting	1/24/2012	Attended / Observed Only	Canton	50	Project overview, funding, SAAC vision plan information, Baltimore City's one lane decision for Boston Street
Science in the City	1/26/2012	Attended / Observed Only	Poppleton	60	Networking event for people working with the Biopark or in the Biotech field

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Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
Security Square Mall Station Area Tour	1/27/2012	Attended / Observed Only	Security Square		Alignment review, traffic impacts and potential TOD
SSA/GSA/MTA Red Line Working Group	1/30/2012	Single Stakeholder Meeting	Social Security Administration		MOU, pedestrian walkway from station to SSA campus, security/safety
Baltimore County Development Review Committee Hearing - Koons Ford	1/31/2012	Attended / Observed Only	Security Square		Koons is requesting a zoning variance to subdivide the current lot and add three buildings
Envision Baltimore– Stu Sirota	2/2/2012	Single Stakeholder Meeting	Highlandtown/Greektown	2	Highlandtown/Greektown Station Issues
I-70 Canvassing	2/2/2012	Canvassing / Literature Drop	Edmondson Village; I-70 Park & Ride	500	I-70 Special Meeting #2 outreach
Harlem Park Community Association Meeting	2/2/2012	Association / Group Meeting	Harlem Park	45	Reviewed project mapping with particular interest to parking options
Future Care	2/3/2012	Single Stakeholder Meeting	Canton	3	Concerns regarding Emergency Vehicle access
SE Complete Streets Meeting - Enoch Pratt Library	2/7/2012	Attended / Observed Only	Canton		
Enoch Pratt Neighborhood Library Services Meeting	2/8/2012	Single Stakeholder Meeting	Corridor Wide		
Baltimore Heritage- Eli Pousson	2/10/2012	Single Stakeholder Meeting	West Baltimore MARC	2	Historic Background of Franklin Square for potential land use development
Pigtown Food for Thought	2/13/2012	Attended / Observed Only	Howard Street/ University Center	10	Planning for garden projects in neighborhood and upcoming social event
Community Law Center- Kelly Pfeifer	2/15/2012	Single Stakeholder Meeting	Corridor Wide	3	Collaboration with CLC
Douglass Homes Health Fair	2/15/2012	Community Event / Festival	Fell's Point		Job opportunities
Perkins Homes Tenant Council	2/16/2012	Community Liaison Presentation	Fell's Point	4	Project update and citizen concerns regarding tunneling
Ed Cohen (SAAC Member)	2/23/2012	Single Stakeholder Meeting	Howard Street/University Center	2	Planning for SAAC trip to Philadelphia
Fell's Point Main Street	3/1/2012	Community Liaison Presentation	Fell's Point	10	Project Overview
David McDonald	3/5/2012	Single Stakeholder Meeting	I-70 Park & Ride		Reviewed I-70 options with David McDonald of Hunting Ridge
Greater West Hills Board Meeting – I-70 options presentation	3/7/2012	Single Stakeholder Meeting	Edmondson Village; I-70 Park & Ride		Alignment discussion
Kenneth Jessup Workforce Development	3/7/2012	Single Stakeholder Meeting	West Baltimore MARC	3	Workforce development/ Partnership with MTA
Baltimore County Young Democrats Meeting	3/14/2012	Community Liaison Presentation	CMS; I-70 Park & Ride; Security Square; Social Security Administration	13	I-70 Options
Baltimore County Comprehensive Zoning Public Hearing - 4th District	3/15/2012	Public Meeting	I-70 Park & Ride	Approximately 100	I-70 zoning change from residential to business/TOD
Baltimore County Comprehensive Zoning Public Hearing - 1st District	3/15/2012	Public Meeting	I-70 Park & Ride	Approximately 100	I-70 zoning change from residential to business/TOD
Joe Collins Jr.	3/16/2012	Single Stakeholder Meeting	Canton	4	Concerns about tunneling in historic area, flooding
Pigtown Canvassing	3/19/2012 and 3/20/12	Canvassing / Literature Drop	Howard Street/ University Center; Poppleton	Distributed 375 fliers	Invitation to social event
Security Woodlawn Business Association Meeting	3/21/2012	Community Liaison Presentation	CMS; I-70 Park & Ride; Security Square; Social Security Administration	35	To update the SWBA on new Red Line developments, particularly the refinements to I-70. Concerns include impacts to businesses along Security Blvd.
State of Downtown Breakfast	3/22/2012	Attended / Observed Only	Gov't Center/ Inner Harbor	200	Presentations on downtown Baltimore
Red Line at Cafe Calypso	3/22/2012	Social Event	Howard Street/University Center; Poppleton	15	Project overview

Table 101: 2011 and 2012 Red Line Community Liaison Outreach Activities

Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
District Council 8 Health Forum	3/22/2012	Public Meeting	Allendale; Edmondson Village; I-70 Park & Ride	5	
Baltimore City Council District 8 Meeting	3/22/2012	Public Meeting	Allendale; Edmondson Village; I-70 Park & Ride; Social Security Administration		I-70 Options
Green Beats - Sustainability Networking	3/22/2012	Social Event	Corridor Wide		
Green Beats - Sustainability Networking	3/22/2012	Social Event	Corridor Wide		
Strategic Alliance	3/26/2012	Public Meeting	Rosemont; West Baltimore MARC	12	Emanuel Tires and Bidder for Acme Site/Operations and Maintenance Facility Information Session
Lighthouse Point Meeting	3/28/2012	Community Liaison Presentation	Canton	13	Project updates, transit ridership, property value, construction mitigation
Ed Cohen (SAAC Member)	3/28/2012	Single Stakeholder Meeting	Harlem Park; Howard Street/University Center; Poppleton	2	Planning for SAAC trip to Philadelphia
Downtown Partnership	3/29/2012	Single Stakeholder Meeting	Gov't Center/Inner Harbor; Howard Street/University Center	4	Follow up on DPOB concerns on station entrances and pedestrian tunnel
Dee Dee Bouknight	3/29/2012	Single Stakeholder Meeting	Edmondson Village		
Tour of Brewer's Hill Construction Site	3/30/2012	Single Stakeholder Meeting	Canton Crossing	4	Update on development and TOD opportunities in the area
Canton Crossing Tenant's Council Meeting	4/2/2012	Community Liaison Presentation	Canton Crossing	20	Project update on Canton Crossing Station Area, timeline and project Status
Denise Whitman Preservation Society	4/3/2012	Single Stakeholder Meeting	Fell's Point	2	Impact on the historic district
Hands and Hearts Mission	4/3/2012	Community Event / Festival	Harbor East		
Operations and Maintenance Facility Canvass	4/5/2012	Canvassing/Literature Drop	Rosemont	4	Approx. nine houses were canvassed for invitations to the Operations and Maintenance Facility Information Session
Security Square Mall Easter Event	4/6/2012	Community Event / Festival	Security Square	13	Distribution of literature
Why Women Cry VII	4/9/2012	Community Event / Festival	Gov't Center/ Inner Harbor	100	Project information
Operations and Maintenance Facility Informational Session	4/12/2012	Public Meeting	Rosemont; West Baltimore MARC	28	Presented information on the Operations and Maintenance Facility
Greater West Hills General Meeting: Cooks Lane Tunneling	4/16/2012	Single Stakeholder Meeting	I-70 Park & Ride		Presented basic tunnel techniques
Groundbreaking for Proton Center	4/17/2012	Attended / Observed Only	Poppleton	300	Biopark hosted celebration and press conference for the groundbreaking of their Proton Center
Hunting Ridge Community Association	4/17/2012	Public Meeting	Edmondson Village; I-70 Park & Ride	60	I-70 Options
Little Italy Spring Social 2012	4/19/2012	Community Event / Festival	Harbor East	4	Concerns regarding underground alignment
University of Maryland Earth Day	4/20/2012	Community Event / Festival	Howard Street/University Center; Poppleton	104 signed in, hundreds stopped for information	Project information
JHU Bayview Earth Day	4/20/2012	Community Event / Festival	Bayview Campus	85	Project update, green benefits of transit, distribute literature
MTA Bus & Maintenance Rodeo	4/21/2012	Community Event / Festival	Corridor Wide		
Privateer Day	4/21/2012	Community Event / Festival	Fell's Point	14	Project update
West Baltimore Squares Spring Celebration	4/21/2012	Community Event / Festival	Harlem Park		
EcoFest	4/21/2012	Community Event / Festival	Corridor Wide	130	Project update, green benefits of transit, distribute literature
CMS Earth Day	4/24/2012	Community Event / Festival	CMS	80	Alignment review
Celebration Church of Monroe	4/24/2012	Community Liaison Presentation	West Baltimore MARC	12	Vision Plan/Economic Development

Table 101: 2011 and 2012 Red Line Community Liaison Outreach Activities

Stakeholder Name	Outreach Date	Outreach Type	Station Area	# of Attendees	Topics, Issues, Concerns
National Institute of Health/Bayview Earth Day Event	4/26/2012	Community Event / Festival	Bayview Campus; Bayview MARC	35	Project update, green benefits of transit, distribute literature
Hampstead Hill Academy Career Fair	4/27/2012	Community Event / Festival	Canton; Highlandtown/Greektown	55	Project update; Future transit-related career opportunities for today's youth
West Baltimore Squares Spring Celebration	4/27/2012	Community Event / Festival	Harlem Park	50 attendees, 21 signed up for updates	Neighborhood access and station features
O'Donnell Square Business Association Meeting	5/2/2012	Community Liaison Presentation	Canton		Project funding, budget
Celebration of Life Church on Monroe	5/3/2012	Single Stakeholder Meeting	West Baltimore MARC	10	Project update, Workforce Development
First Thursday Karaoke Event	5/4/2012	Community Event / Festival	Howard Street / University Center	Approximately 40	Project information
Hampstead Hill Flea Market	5/5/2012	Community Event / Festival	Canton	40	Crime
Watershed 263	5/5/2012	Attended/Observed Only	I-70 Park & Ride; West Baltimore MARC	14	Water quality, stormwater management
Cinco de Mayo Celebration	5/5/2012	Community Event / Festival	Fell's Point	200	Project overview
Development Review Committee - Security Square Shopping Center	5/15/2012	Attended / Observed Only	Security Square	7	The owners of former Super Fresh lot are requesting a change in zoning to include adding smaller retail/ gas station to the lot.
Highlandtown/ Greektown Bike to Work Day Canvassing	5/16/2012	Canvassing / Literature Drop	Canton Crossing; Highlandtown/ Greektown	46	Inform attendees about public transit and the Red Line.
CMS Annual Heart & Sole Walk/Run	5/16/2012	Community Event / Festival	CMS	19	CMS station, overall project alignment
Hollins Market Redevelopment Meeting	5/16/2012	Community Event / Festival	Harlem Park; West Baltimore MARC		
Watershed 263	5/16/2012	Attended / Observed Only	Harlem Park; West Baltimore MARC	30	Concerned about trash in neighborhood, Open House promotion
Bike to Work Day - Fell's Point	5/18/2012	Community Event / Festival	Fell's Point	3	Project overview, Open House promotion
Bike to Work Day - Harbor East	5/18/2012	Community Event / Festival	Harbor East	2	Project overview, Open House promotion
Bike to Work Day - Highlandtown	5/18/2012	Community Event / Festival	Highlandtown/Greektown	12	Red Line update; bike and transit synergies; alternative commuting
Bless Fest	5/19/2012	Community Event / Festival	I-70 Park-and-Ride	35	Distributed Open House fliers
Salem United Methodist Church Spring Flea Market	5/19/2012	Community Event / Festival	Security Square Mall	13	Project update, citizen concerns about mall access
Lafayette Squares Block Party Planning Council meeting	5/21/2012	Attended / Observed Only	Harlem Park	5	Planning for July block party
Spring Craft Market in Center Plaza	5/25/2012	Community Event / Festival	Howard Street / University Center	25	Project information
Herb Festival	5/26/2012	Community Event / Festival	I-70 Park-and-Ride /Edmondson Village	Approximately 20	Project information, I-70 refinements, impacts to Gwynns Falls/ Leakin Park
Sowebo Arts and Music Festival	5/27/2012	Community Event / Festival	Harlem Park/Poppleton	20	Project information
UMMC Farmers Market	5/29/2012	Community Event / Festival	Howard Street	25	Project information, Open House promotion
Music in Center Plaza	5/30/2012	Community Event / Festival	Inner Harbor	15	Project information, Open House promotion
June Open House Canvassing	June, 2012	Canvassing / Literature Drop	Corridor-wide		Distributed fliers to residences across the corridor.
Sailabration Press Conference	6/5/2012	Attended / Observed Only	Inner Harbor	60	Kick-off to Sailabration festivities
First Thursday in Hopkins Plaza	6/7/2012	Community Event / Festival	Inner Harbor	10	Project information, Open House promotion
Harlem Park Community Association Meeting	6/7/2012	Attended / Observed Only	Harlem Park	35	Open House promotion
Greek Festival	6/7/2012	Community Event / Festival	Highlandtown/Greektown	50	Project update, Open House promotion
Southwest Partnership	6/13/2012	Public Meeting	West Baltimore MARC		Project overview and update
Latino Fest	6/23/2012	Community Event / Festival	Corridor-wide	500	Red Line updates, Open House promotion
Oliver Community Association Festival	6/23/2012	Community Event / Festival	Corridor-wide	20	Project information
UMMC Farmers Market	6/26/2012	Community Event / Festival	Howard Street	15	Project information
SAAC Orioles game celebration	6/28/2012	Social event	Corridor-wide	9	Social event for SAAC members

During 2011, MTA attended 28 festivals and other summer events, and dedicated 415 hours of outreach and related preparation. The 2011 summer events ranged from small, community-based festivals, neighborhood block parties and farmers' markets (such as the St. Anthony's Festival and the BIC Block Party) to large, regional events (such as Artscape and the Maryland State Fair). **Table 12** lists the 2011 summer events in which the MTA participated.

Many of the summer events are well-established and well-attended, and the participation of the MTA seemed to generate much interest in the project, as close to 3,660 people visited a Red Line booth or table and more than 2,300 people added their names to the project mailing list. The summer events proved to be a great way to connect with people who reside both inside and outside of the Red Line project study corridor. Participants discussed the project timeline, the Locally Preferred Alternative, cost estimates, economic development opportunities in the project study corridor, and other related topics.

Table 112: 2011 Summer Events

African American Festival	HampdenFest
Artscape	Highlandtown Farmers' Market
Baltimore Book Festival	Hopkins Plaza Farmers Market
Baltimore Pride Festival	LatinoFest
Baltimore Herb Festival	National Night Out
Baltimore The Region Event	Maryland State Fair
BIC Block Party	ManiFesto
Canton Farmers' Market	Pigtown Festival
Canton Wine and Jazz Festival	Patterson Park Harvest Festival and Lantern Parade
Central Church of Christ Community Outreach Day	Roller Girls Derby at DuBurns Arena
Chadwick Elementary School Back-to-School Night	Sowebo Arts and Music Festival
Combined Churches of Forest Park Community Outreach Day	St. Anthony's Festival
EcoFest/ ROOTS Festival	St. Gabriel's Festival
Edmondson Village Community Outreach Day	Tour du Port
Fayette Street Block Party	Ukrainian Festival
Fell's Point Fun Festival	University Farmers' Market
Franklin Square Park Family Fun Day	University of Maryland Medical Center Earth Day Event
Friends of West Baltimore Squares	West Baltimore MARC Farmers' Market
Greater West Hills' Thank You and Community Fellowship Day	Westgate Community Party
Greek Festival	Woodlawn Farmers' Market
	Woodlawn Flea Market

2.10 Red Line High School Internship Program

The MTA began the high school internship program in 2009. The program was created by the MTA and is a partnership among the MTA, three of the local high schools located along the Red Line project study corridor (Woodlawn High School, Edmondson-Westside High School, and Patterson High School), and three consultant firms working on the Red Line Project (Rummel, Klepper & Kahl, Parsons Brinckerhoff, and Whitman Requardt & Associates).

Each year 18 new high school students are selected by the MTA to work with a consultant firm Monday through Friday from 10:00 A.M. to 4:00 P.M. for six weeks during the months of June, July, and August. The program exposes the interns to the Red Line project, the MTA, and careers in transportation. In addition to the high school interns, three college students from Morgan State University are selected to serve as college assistants to the program. The college assistants have an integral role in helping to facilitate the daily activities of the program as well as serving as mentors to the high school interns. As mentors, the college assistants provide guidance to the interns in planning for future goals such as college and careers.

The program's mission is to reach out to the Red Line community and involve students who will benefit most from the Preferred Alternative. Approximately half of each high school intern's time is spent in the office learning from MTA and consultant staff, with the other half in the field getting real world experiences. Some of the program activities included visits to various MTA facilities such as the Light Rail Yard and Maintenance Shop, MTA headquarters to meet with MTA Administrator Ralign Wells, MTA bus maintenance facility, and the MTA Police Training Facility, as well as visiting local colleges and universities. Many students had the opportunity to travel to Washington DC, where they visited Capitol Hill and the offices of Senator Ben Cardin, Congressman Elijah Cummings, and Congressman John Sarbanes of Maryland, whose districts are represented along the Red Line project.

During the program, the interns assist the MTA with community outreach activities by distributing flyers at annual events such as the Artscape festival, taking surveys, recording video interviews with festival attendees, and responding to questions from citizens about the Red Line Project. The interviews were posted on the Red Line Community Liaisons' Facebook page and YouTube (<http://www.youtube.com/watch?v=OjEHKN-rU1w>). A web page was developed on the Red Line project website at www.baltimoreredline.com to provide more information about the program.

The interns summarized their experiences working for the MTA and its consultant firms by presenting to their family members, friends, school officials, teachers, and community members during a Closing Ceremony. Please refer to **Appendix G** which contains the "Student's Perspective" summaries for the Red Line High School Internship Program years 2010 and 2011.

2.11 Project Publications

MTA has developed 12 project newsletters to date: Spring 2003, Summer 2004, Fall 2004, Summer 2005, Spring 2006, Fall 2006, Summer 2007, Fall 2007, Summer 2008, Fall 2009, Summer 2011, and Spring 2012.

Regular (monthly/bi-monthly) e-newsletters continue to be distributed to subscribers to the project's e-mail registry. The e-news provides more frequent updates on the project and notifies the community regarding upcoming events. Please refer to **Appendix H** for copies of the newsletters and a summary of the monthly e-newsletters. Both the newsletters and the e-newsletters are also available on the project website at www.balimoredline.com.

2.12 Project Website

The Red Line project website (www.balimoredline.com) provides up-to-date information on the project and announces meetings and events. The website includes downloadable materials, including a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, and various archived materials. Five project videos are now available on the website, and include: Red Line promotional video, produced in 2007; "Ride the Red Line" video, produced in 2009, that depicts the downtown segment of the project; "Red Line West Side Story" video, produced in 2010, "East Side" video, produced in 2011, and the Red Line 2012 Preferred Alternative end-to-end video. Community members can also submit questions or comments through the website. The site also includes links to Twitter, Facebook and YouTube.

Limited English Proficiency (LEP) considerations were also made in developing the project website. To reach various populations, the text on the project website can be translated into more than 60 languages. Also available on the website are topic-specific materials developed by the MTA that include: information sheets on Environmental Justice, Noise and Vibration, and Tunnels; an information sheet on the rationale for eliminating Heavy Rail Transit from the study; project flyers in both English and Spanish are also available for LEP stakeholders with the intent of providing community members with an overview of the project, and a comment card that community members can complete to sign-up for the project mailing list.

2.13 Social Media

Social media tools including Facebook, Twitter and YouTube were established for the Red Line project and have played an integral role in quickly disseminating information to the public about the project. Since the creation of a Red Line themed fan page in 2011, the Red Line Community Liaisons Facebook Fan Page (www.facebook.com/redlineliaisons) has earned 181 "Likes". The Community Liaisons regularly provides posts that emphasize project updates, outreach opportunities, and news relevant to the communities along the corridor. The Red Line Facebook page also occasionally highlights news from the transit and transportation industry. The Red Line project also maintains a Twitter account (@redlineliaisons) with approximately 60 followers. The Twitter account is linked to the Red Line Facebook page and as such typically contains identical content.

In addition to the Facebook and Twitter accounts, the Red Line project also maintains a YouTube page (www.youtube.com/redlinelaisons). Twelve videos about the project and events have been posted since its creation. There are many YouTube subscribers that follow Red Line updates and over 4,000 views of project-related videos have occurred.

All of the social media outlets can be found on each of their respective platforms as well as on the Red Line website (www.baltimoreredline.com). The project website has been optimized for mobile viewing on handheld devices.

2.14 Resource Hubs

MTA has identified 36 locations throughout the project study corridor for the placement of Red Line project information. These locations include community recreation centers, libraries, schools, senior centers, and state buildings. Three additional resource hub locations were used to provide information to the public until those facilities were closed in 2011/2012. Please refer to **Figure 3** for the location of the Resource Hubs. These facilities are easily accessible by the public and were established to provide project information including fact sheets (Red Line general information and SAAC updates), meeting fliers, newsletters, public meeting announcements, mailing list sign-up cards, and other publications specific to the community. Where appropriate, the Resource Hubs provide information in both English and Spanish. A full list of the resource hubs with addresses is located in **Appendix I**.

2.15 Media Outreach

A variety of media outlets have been utilized to inform the public about the Red Line Corridor Transit Study. Advertisements were placed in a total of 14 local English and Spanish language newspapers and other publications announcing, at different times in the project, the corridor-wide public meetings. Local television and radio stations were also utilized as a way to keep the public informed about upcoming Red Line meetings and other events.

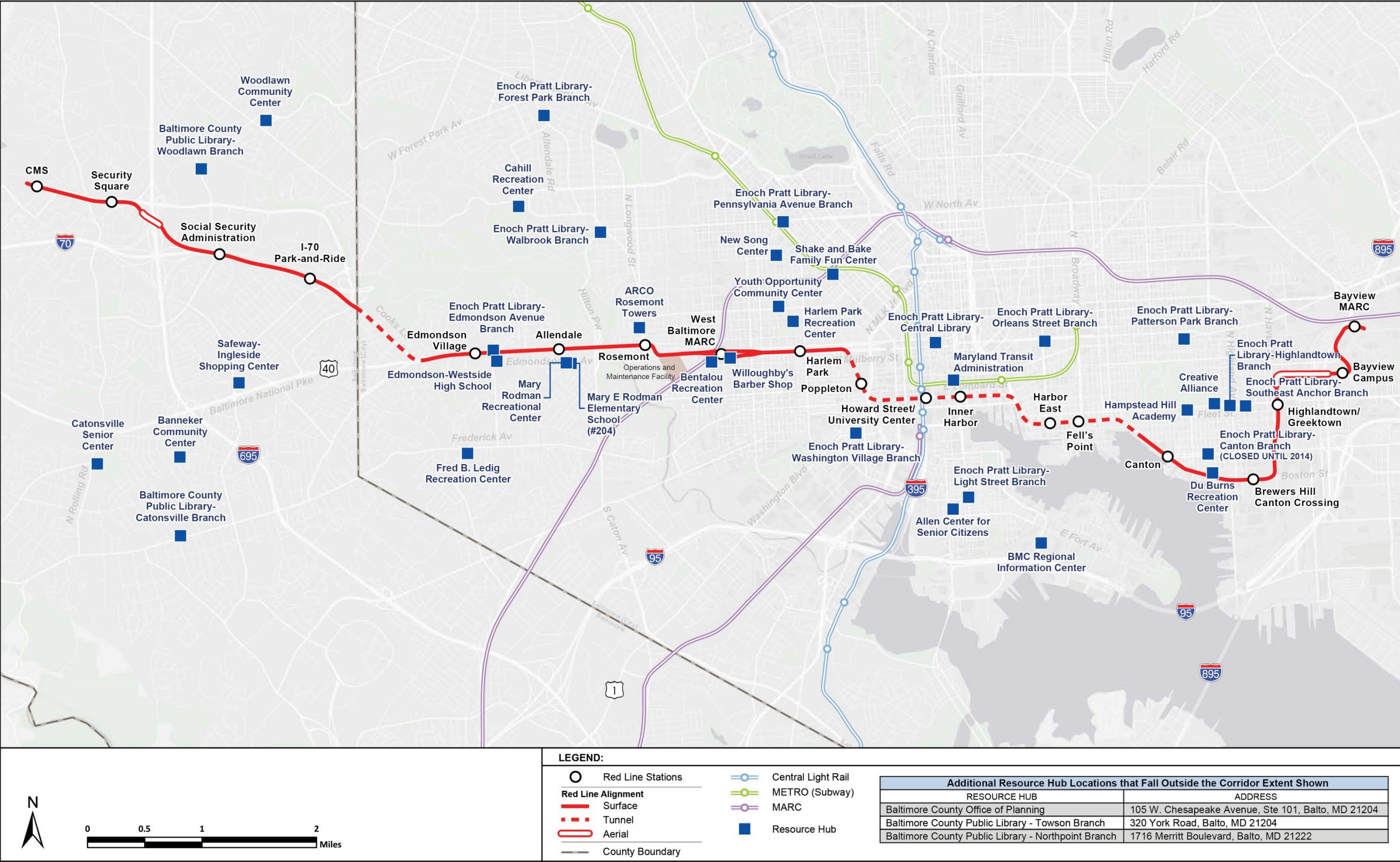


Figure 3: Red Line Resource Hubs

Appendix A

2008 Red Line DEIS Hearing Materials

Appendix B

Spring 2011 Open House Materials

Appendix C

SAAC Spring 2012 Open House Materials

Appendix D

Red Line Citizens' Advisory Council

Appendix E

Speaker's Bureau Meetings, 2007-2010

Appendix F

Station Area Advisory Committees

Appendix G

Student's Perspective of the Red Line High School Internship Program

Appendix H

Project Newsletters

Appendix I

Red Line Corridor

Resource Hubs

APPENDIX A


2008 Red Line DEIS Hearing Materials



APPENDIX A

2008 Red Line DEIS Hearing Materials

Advertisements



Help Shape Baltimore's Transit Future!

COMMENT ON THE RED LINE CORRIDOR TRANSIT STUDY AA/DEIS (Alternatives Analysis/ Draft Environmental Impact Statement)

The Maryland Transit Administration (MTA) is accepting comments on the Red Line Corridor Transit Study AA/DEIS through January 5, 2009. The AA/DEIS is available for review at various locations as shown on the reverse side. The AA/DEIS presents the project's purpose and need, analysis of the various alternatives and environmental considerations.

Between now and January 5th, you have four ways to share your comments on this project.

1. By completing an online comment form at www.baltimoreredline.com
2. By sending an email to redline@mta.maryland.com with "DEIS COMMENT" as the subject heading
3. By sending your written comments to Red Line c/o MTA Office of Planning, 6 St. Paul St. 9th Floor, Baltimore, MD 21202
4. By giving testimony – oral or written – at one of four Public Hearings that will be held in November.

The Red Line is a planned 14-mile, east-west transit corridor that would run from Woodlawn through downtown Baltimore to the Johns Hopkins Bayview Medical Center, improving transit connections and making it easier for Baltimore area residents to get to jobs, shopping, schools, doctors, entertainment and more.

For additional information, or to request ADA accommodations for the public hearings, please call 410-767-3754.


DATES AND LOCATIONS RED LINE AA/DEIS PUBLIC HEARINGS

Thursday, November 6
4 p.m. to 9 p.m.
Lithuanian Hall
851 Hollins Street
Baltimore, MD 21201
Served by Bus Routes: 10, 20, 35

Saturday, November 8
10 a.m. to 3 p.m.
Edmondson High School
501 N. Athol Avenue
Baltimore, MD 21229
Served by Bus Routes: 6, 23, 40

Wednesday, November 12
4 p.m. to 9 p.m.
United Autoworkers Hall (UAW)
1010 Oldham Street
Baltimore, MD 21224
Served by Bus Routes: 10, 22, 33, 40

Thursday, November 13
4 p.m. to 9 p.m.
Woodlawn High School
1801 Woodlawn Drive
Baltimore, MD 21207
Served by Bus Routes: M6, 44



THE AA/DEIS WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING LOCATIONS BEGINNING SEPTEMBER 29, 2008

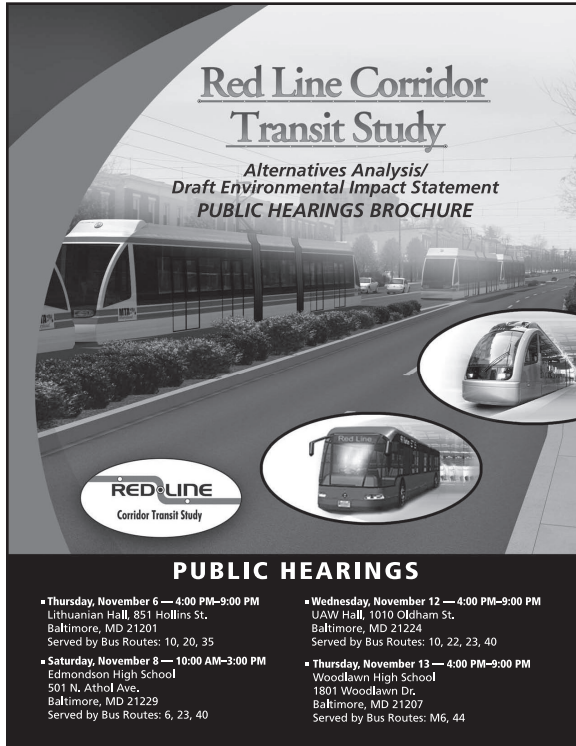
In advance of the public hearings, we encourage you to review the MTA's Draft Environmental Impact Statement (DEIS) on which the hearings will be based. The document is available for review at the below locations, as well as online at www.baltimoreredline.com/DEIS.

<p>Maryland Transit Administration 6 St. Paul St., 9th Floor Baltimore, MD 21202</p> <p>Baltimore City Department of Planning 417 E. Fayette St., 8th Floor Baltimore, MD 21202</p> <p>Libraries: Central Branch 400 Cathedral St. Baltimore, MD 21201</p> <p>Canton Branch 1030 S. Ellwood Ave. Baltimore, MD 21224</p> <p>Forest Park Branch 3023 Garrison Blvd. Baltimore, MD 21216</p> <p>Orleans St. Branch 1303 Orleans St. Baltimore, MD 21231</p> <p>Patterson Park Branch 158 N. Linwood Ave. Baltimore, MD 21224</p> <p>Pennsylvania Ave. Branch 1531 W. North Ave. Baltimore, MD 21217</p>	<p>Baltimore County Office of Planning The Jefferson Building, Suite 101 105 W. Chesapeake Ave. Towson, MD 21204</p> <p>Baltimore Metropolitan Council 2700 Lighthouse Point East Suite 310 Baltimore, MD 21224</p> <p>Southeast Anchor Branch 3601 Eastern Ave. Baltimore, MD 21224</p> <p>Walbrook Branch 3203 W. North Ave. Baltimore, MD 21216</p> <p>Washington Village Branch 856 Washington Blvd. Baltimore, MD 21230</p> <p>Catonsville Branch 1100 Frederick Rd. Catonsville, MD 21228</p> <p>North Point Library 1716 Merritt Blvd. Dundalk, MD 21222</p> <p>Woodlawn Branch 1811 Woodlawn Dr. Woodlawn, MD 21207</p>
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APPENDIX A



2008 Red Line DEIS Hearing Materials

Public Hearing Brochure



Red Line Corridor Transit Study

*Alternatives Analysis/
Draft Environmental Impact Statement*
PUBLIC HEARINGS BROCHURE

PUBLIC HEARINGS

■ **Thursday, November 6 — 4:00 PM–9:00 PM**
Lithuanian Hall, 851 Hollins St.,
Baltimore, MD 21201
Served by Bus Routes: 10, 20, 35

■ **Saturday, November 8 — 10:00 AM–3:00 PM**
Edmondson High School
501 N. Athol Ave.,
Baltimore, MD 21229
Served by Bus Routes: 6, 23, 40

■ **Wednesday, November 12 — 4:00 PM–9:00 PM**
UAW Hall, 1010 Oldham St.,
Baltimore, MD 21224
Served by Bus Routes: 10, 22, 23, 40

■ **Thursday, November 13 — 4:00 PM–9:00 PM**
Woodlawn High School
1801 Woodlawn Dr.,
Baltimore, MD 21207
Served by Bus Routes: M6, 44

RED LINE CORRIDOR STUDY AA/DEIS PUBLIC HEARINGS

Introduction

The Maryland Transit Administration (MTA) in conjunction with the Federal Transit Administration (FTA) will hold four public hearings regarding the Red Line Corridor Transit Study — a proposed 14-mile east-west transit system that would serve Baltimore from Woodlawn in the west to Johns Hopkins Bayview Medical Campus in the east. The project aims to increase transit mobility and accessibility, improve connection to the existing transit systems in Baltimore, and stimulate community revitalization and economic development.

Public Hearings for the Red Line will be held on the following dates: (see page 11 for more details)

• Thursday, November 6 — 4:00 PM - 9:00 PM • Wednesday, November 12 — 4:00 - 9:00 PM
• Saturday, November 8 — 10:00 AM - 3:00 PM • Thursday, November 13 — 4:00 PM - 9:00 PM

Purpose of the Hearings

The purpose of these hearings is to allow the public an opportunity to review and provide comments on the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) that has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act. This document presents the project's purpose and need, an alternatives analysis, the affected natural and human environments, possible impacts and potential mitigation for the build alternatives. Public comments received at the hearings and during the 90-day comment period, along with comments received from regulatory agencies, will be considered by the MTA in reaching an informed decision on the Locally Preferred Alternative.

How to Comment on the Project

1. Give your oral testimony at a hearing in the main hearing room.
2. Give your oral testimony at a hearing in private in a separate hearing room.
3. Leave your written comments with one of the MTA representative present at a hearing.
4. Write to Diane Ratcliff, Director, Office of Planning, MTA, 6 St. Paul St., 9th Floor, Baltimore, MD 21202 — on or before close of business on January 5, 2009.
5. Complete a DEIS comment form at www.baltimoreredline.com
6. Send an email to redline@mta.maryland.com with "DEIS COMMENT" in the subject line before 5:00 PM on January 5, 2009.

*Please note: All comments, whether written, verbal or electronic, will be given equal consideration in the DEIS project deliberation. ALL comments received on or before 5:00 PM on January 5, 2009 will become part of the official record.

Public Hearing Procedures

Please read over the procedures below in advance of the hearings to acquaint yourself with the Hearing Process.

1. Elected and public officials will be heard first. Persons desiring to testify should register at the entrance to the hearing room, and will be called in order of registration.
2. Any individual may appear and speak for him or herself, or if duly authorized, for any local civic group, organization, club or association, subject to the rules provided herein. Speakers should give their name and address. If representing a group, this information should also be given.
3. Speakers must limit their statements to *three minutes*. Additional prepared statements or literature, pertaining to the subject outlined in the proposal, may be submitted at this hearing or through 5:00 PM January 5, 2009 to Diane Ratcliff, MTA Office of Planning, 6 St. Paul Street, 9th Floor, Baltimore, MD 21202. These statements will be made part of the official hearing record if they include a legible name and address.
4. For this hearing, all statements, oral or written, should be directed to the Hearing Official and must be related to the subject matter of this hearing.
5. Each person speaking before the audience must do so at the floor microphone. A court stenographer will record and transcribe the hearing procedures. If required, the Hearing Officer will announce any other specific rules governing this hearing.
6. The hearing locations, which are listed on the cover as well as page 11 of this booklet, are accessible to persons with disabilities. The MTA will provide a qualified interpreter to assist people who are hearing impaired. Alternate language and formats will be made available upon request prior to the hearing dates.
7. As part of this public hearing process, the MTA Red Line Project Team is not allowed to respond to any questions, concerns, etc. raised by the speaker. The MTA Project Team will be available to address your questions in an area outside the hearing venue.

Purpose of the Project

The Red Line Corridor Transit study is just one step in the ongoing development of an interconnected regional transit system that will improve the quality of transit service in the Baltimore Region. The purpose of the Red Line is to:

- More people move easily from one location to another in the corridor.
- Enhance transit connections.
- Support community revitalization and economic development opportunities, and
- Help the region address congestion and traffic-related air quality issues.

Red Line Corridor Transit Project Goals and Objectives

Goal	Objectives
Increase Transit Efficiency	Reduce transit travel times in the corridor Provide safe and attractive transit service
Improve Transit Mobility and Accessibility	Better accommodate existing and future east-west travel demands Improve transit access to jobs in the region Provide transit access to schools, shopping, events, healthcare and other services and cultural attractions in the corridor
Provide Transportation Choices for East-West Commuting	Encourage transit ridership Improve transit opportunities in the east-west corridor Improve transit service for the transit-dependent user as well as those individuals within the corridor who choose to use transit as an option
Improve Transit Connections	Develop connections between existing transit routes Provide transit connections to existing and planned economic development areas
Support Community Revitalization and Economic Development	Support ongoing community revitalization and economic development initiatives Provide transit stations compatible with local community character
Address Air Quality Issues and Environmental Stewardship	Provide a quality alternative to automobile travel Minimize impacts to the natural and human environment Support local, regional, and state policies and adopted Master Plans Support energy conservation

Alternatives Currently Under Consideration

The Red Line Corridor Transit Study AA/DEIS examines a full range of alternatives from the No-Build (the present committed level of transportation improvements), to lower-cost upgrades of bus service, to more modest investments in shared-use routes, to major investments in dedicated guideway, grade-separated where necessary. The map on pages 6 and 7 shows the alignments being considered for the Red Line. All alignments under consideration for the Red Line follow a similar alignment starting in the west at the Centers for Medicare and Medicaid Services in Baltimore County, continuing in a generally easterly direction serving the Security Square Mall, the Social Security Administration, Edmondson Village, the West Baltimore MARC Station, along Martin Luther King, Jr. Boulevard, through the downtown central business district, Inner Harbor East, Fells Point and Canton, to Bayview.

There are four overall alternatives and 12 end-to-end alternatives identified and evaluated in the AA/DEIS.

The four overall alternatives are:

- Alternative 1: No-Build,
- Alternative 2: Transportation System Management (TSM),
- Alternative 3: Bus Rapid Transit (BRT), and
- Alternative 4: Light Rail Transit (LRT).

These alternatives range from low-cost bus alternatives to higher-cost alternatives featuring various lengths of dedicated guideway. The No-Build Alternative is required as an alternative to assess the impacts if no transit improvements are made in the corridor, beyond what are already programmed for improvement. The TSM Alternative represents the lower investment, bus alternative. The BRT and LRT alternatives represent the higher investment bus and rail alternatives. For the No-Build and TSM, there is effectively one option for each alternative. For the BRT and LRT alternatives, there are a wide range of alignments and options under consideration, as shown on the map on pages 6 and 7.

All build alternatives would require a BRT or LRT maintenance and storage facility. Five potential locations have been identified and are shown on the map in this brochure.

In order to compare and analyze the alternatives for BRT or LRT, options were combined to form complete end-to-end alternatives. These 12 alternatives represent a full range of BRT and LRT alternatives that achieve the greatest gain, balanced with cost and potential impacts and benefits to communities and the environment. The 12 end-to-end alternatives are summarized in the following pages.

Alternative 1: No-Build

The No-Build Alternative examines what conditions will be like in the year 2030 if the Red Line is not built. This alternative provides a baseline by which all environmental impacts of the build alternatives are compared.

Alternative 2: TSM

TSM represents the best that can be done for mobility in the corridor without constructing a new transit guideway.

- Shared lanes on Security Boulevard to Woodlawn Drive.
- Two dedicated curb lanes on Security Boulevard.
- I-70 Park-and-Ride lot.
- Shared transit/traffic lanes on Cooks Lane.
- Curb lanes of US 40 to the West Baltimore MARC station.
- Shared transit/traffic lanes with bus service on Franklin Street, US 40 lower level, and Mulberry Street.
- Shared transit/traffic lanes on Martin Luther King, Jr. Boulevard.
- Dedicated lanes in a Baltimore Street/Lombard Street couplet.
- Dedicated transit on Central Avenue.
- Dedicated transit curbside on Eastern Avenue/Fleet Street couplet, shared transit in the off-peak period, to Chester Street.
- Bus service on both Eastern Avenue/Fleet Street and Rosson Street with dedicated transit curbside on Eastern Avenue/Fleet Street couplet and shared transit/traffic lanes on Boston Street.
- Shared lanes on Conkling Street from Boston Street to Eastern Avenue.
- Lombard Street to the proposed Bayview MARC Station, and
- Shared lanes on Bayview Boulevard to the Bayview station.

Alternative 3A: BRT, Dedicated Surface as Follows:

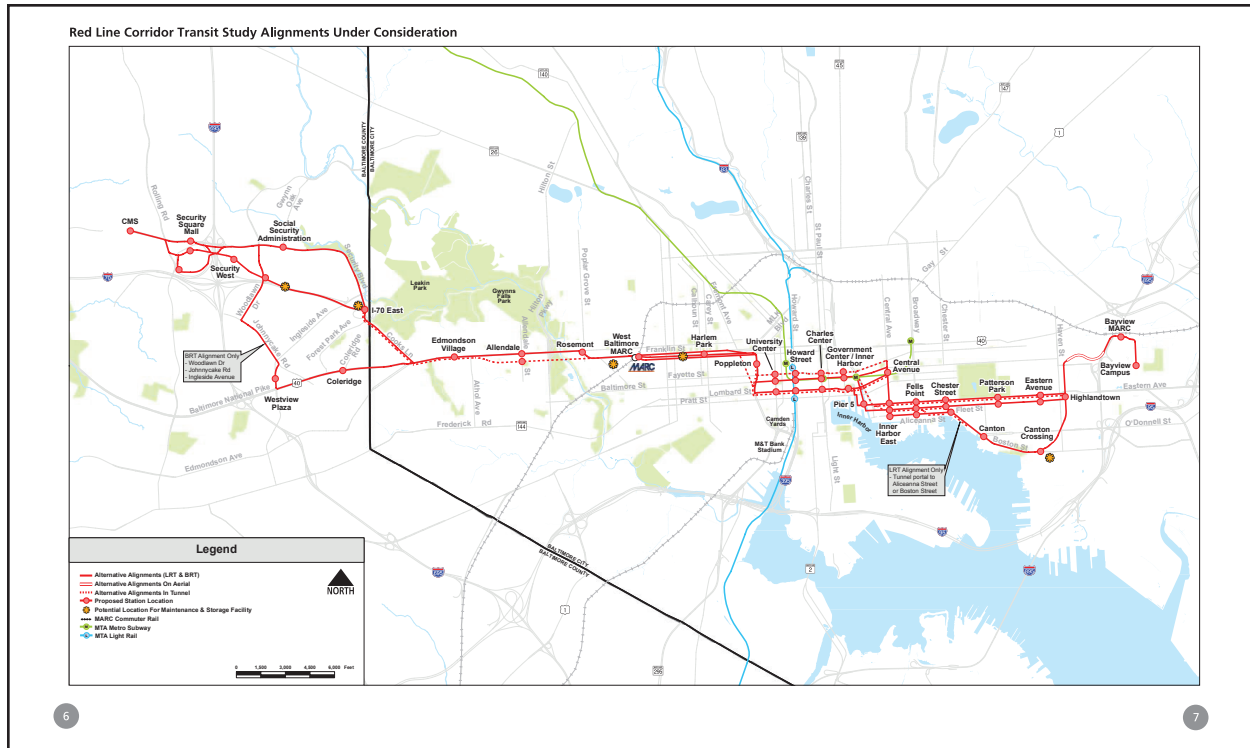
- Shared lanes on Security Boulevard.
- Shared lanes on Rolling Road.
- North side of the Security Square Mall.
- Central alignment and the north side of I-70.
- I-70 Park-and-Ride lot.
- Two dedicated lanes on Cooks Lane.
- Median of US 40 with two vehicular lanes.
- Lower level of US 40.
- West side of Martin Luther King, Jr. Boulevard.
- Baltimore Street/Lombard Street couplet dedicated transit in 2nd lane out on both Baltimore and Lombard Streets.
- Central Avenue 2nd lane out.
- Eastern Avenue/Fleet Street couplet dedicated transit 2nd lane out; no parking in left curb lane peak period.
- Norfolk-Southern-Canton Railroad right-of-way, and
- New alignment to Mason Lord Drive on the Bayview Medical Campus.

Alternative 3B: BRT, Downtown Tunnel + Dedicated Surface as Follows:

- Shared lanes on Security Boulevard.
- Shared lanes on Rolling Road.
- North side of the Security Square Mall.
- Central alignment and the north side of I-70.
- I-70 Park-and-Ride lot.
- Two dedicated lanes on Cooks Lane.
- Median of US 40 with two vehicular lanes.
- Lower level of US 40.
- West side of Martin Luther King, Jr. Boulevard.
- Lombard Street Tunnel from Martin Luther King, Jr. Boulevard continuing to a portal on Central Avenue.
- Central Avenue 2nd lane out.
- Eastern Avenue/Fleet Street couplet dedicated transit 2nd lane out; no parking in left curb lane peak period.
- Median of Boston Street.
- Norfolk-Southern-Canton Railroad right-of-way, and
- New alignment to Mason Lord Drive on the Bayview Medical Campus.

<p>Alternative 3C: BRT, Downtown Tunnel + Cooks Lane Tunnel + Dedicated Surface as Follows:</p> <ul style="list-style-type: none"> ■ Shared lanes on Security Boulevard, ■ Shared lanes on Rolling Road, ■ North side of the Security Square Mall, ■ Central alignment and the north side of I-70, ■ I-70 Park-and-Ride lot, ■ Tunnel under Cooks Lane, ■ Median of US 40 with two vehicular lanes, ■ Lower level of US 40, ■ West side of Martin Luther King, Jr. Boulevard, ■ Fayette Street Tunnel from Martin Luther King, Jr. Boulevard to Central Avenue, ■ Central Avenue 2nd lane out, ■ Eastern Avenue/Fleet Street couplet dedicated transit 2nd lane out, no parking in left curb lane peak period, ■ Median of Boston Street ■ Norfolk-Southern-Canton Railroad right-of-way, and ■ New alignment to Mason Lord Drive on the Bayview Medical Campus. 	<p>Alternative 3E: BRT, Dedicated Surface with Johnnycake Road Alignment as Follows:</p> <ul style="list-style-type: none"> ■ Shared lanes on Security Boulevard, ■ Shared lanes on Rolling Road, ■ North side of the Security Square Mall, ■ Central alignment to Woodlawn Drive, ■ Two dedicated curb lanes on Woodlawn Drive, ■ Shared transit/traffic lanes on Johnnycake Road and Ingleside Avenue, ■ Dedicated transit lanes, two vehicular lanes on US 40 to Cooks Lane, ■ Median of US 40 with two vehicular lanes, ■ Lower level of US 40, ■ West side of Martin Luther King, Jr. Boulevard, ■ Baltimore Street/Lombard Street couplet dedicated transit in 2nd lane out on both Baltimore and Lombard Streets, ■ Central Avenue 2nd lane out, ■ Eastern Avenue/Fleet Street couplet dedicated transit 2nd lane out, no parking in left curb lane peak period, ■ Norfolk-Southern-Canton Railroad right-of-way, and ■ New alignment to Mason Lord Drive on the Bayview Medical Campus.
<p>Alternative 3D: BRT, Maximum Tunnel + Dedicated Surface as Follows:</p> <ul style="list-style-type: none"> ■ Shared lanes on Security Boulevard, ■ Shared lanes on Rolling Road, ■ North side of the Security Square Mall, ■ Central alignment and the north side of I-70, ■ I-70 Park-and-Ride lot, ■ Tunnel under Cooks Lane, ■ Tunnel under US 40 and West Franklin Street to Calverton Road, ■ Median of US 40 with two vehicular lanes, ■ Lower level of US 40, ■ West side of Martin Luther King, Jr. Boulevard, ■ Lombard Street Tunnel from Martin Luther King, Jr. Boulevard continuing under Eastern Avenue, to Norfolk-Southern-Canton Railroad right-of-way, ■ Continuing in Norfolk-Southern-Canton Railroad right-of-way, and ■ New alignment to Mason Lord Drive on the Bayview Medical Campus. 	<p>Alternative 3F: BRT, Shared and Dedicated Surface + Downtown Tunnel as Follows:</p> <ul style="list-style-type: none"> ■ Shared lanes on Security Boulevard to Woodlawn Drive, ■ Two dedicated curb lanes on Security Boulevard, ■ I-70 Park-and-Ride lot, ■ Shared transit/traffic lanes on Cooks Lane, ■ Curb lanes of US 40 to the West Baltimore MARC station, ■ Shared transit/traffic lanes with bus service on Franklin Street, US 40 lower level, and Mulberry Street, ■ Shared transit/traffic lanes on Martin Luther King, Jr. Boulevard, ■ Portal on Fremont Avenue to the Lombard Street tunnel from Martin Luther King, Jr. Boulevard to Central Avenue, ■ Dedicated transit on Central Avenue, ■ Dedicated transit curbside on Eastern Avenue/Fleet Street couplet, shared transit in the off peak period, to Chester Street, ■ Bus service on both Eastern Avenue/Fleet Street and Boston Street with dedicated transit curbside on Eastern Avenue/Fleet Street couplet and shared transit/traffic lanes on Boston Street, ■ Shared lanes on Conkling Street from Boston Street to Eastern Avenue, ■ Lombard Street to the proposed Bayview MARC Station, and ■ Shared lanes on Bayview Boulevard to the Bayview station.

<p>Alternative 4A: LRT, Dedicated Surface as Follows:</p> <ul style="list-style-type: none"> ■ South side of Security Boulevard, ■ West side of Rolling Road, ■ North side of the Security Square Mall, ■ Central alignment and the north side of I-70, ■ I-70 Park-and-Ride lot, ■ Two dedicated lanes on Cooks Lane, ■ Median of US 40 with two vehicular lanes, ■ Lower level of US 40, ■ West side of Martin Luther King, Jr. Boulevard, ■ Baltimore Street/Lombard Street couplet with dedicated transit in 2nd lane out on both Baltimore and Lombard Streets, ■ Central Avenue 2nd lane out, ■ Eastern Avenue/Fleet Street couplet with dedicated transit in 2nd lane, no parking in left curb lane in peak-period, ■ Norfolk-Southern-Canton Railroad right-of-way, and ■ New alignment to Mason Lord Drive on the Bayview Medical Campus. 	<p>Alternative 4C: LRT, Downtown Tunnel + Cooks Lane Tunnel + Dedicated Surface as Follows:</p> <ul style="list-style-type: none"> ■ South side of Security Boulevard, ■ West side of Rolling Road, ■ North side of Security Square Mall, ■ Central alignment and the north side of I-70, ■ I-70 Park-and-Ride lot, ■ Tunnel under Cooks Lane, ■ Median of US 40 with two vehicular lanes, ■ Lower level of US 40, ■ West side of Martin Luther King, Jr. Boulevard, ■ Lombard Street tunnel from Martin Luther King, Jr. Boulevard continuing under Eastern Avenue to Allicanna Street at Boston Street, ■ Median of Boston Street to Conkling Street, ■ Continuing in Norfolk-Southern-Canton Railroad right-of-way, and ■ New alignment to Mason Lord Drive on the Bayview Medical Campus.
<p>Alternative 4B: LRT, Downtown Tunnel + Dedicated Surface as Follows:</p> <ul style="list-style-type: none"> ■ South side of Security Boulevard, ■ West side of Rolling Road, ■ North side of Security Square Mall, ■ Central alignment and the north side of I-70, ■ I-70 Park-and-Ride lot, ■ Two dedicated lanes on Cooks Lane, ■ Median of US 40 with two vehicular lanes, ■ Lower level of US 40, ■ West side of Martin Luther King, Jr. Boulevard, ■ Lombard Street tunnel continuing under Eastern Avenue to Allicanna Street at Boston Street, ■ Median of Boston Street to Conkling Street, ■ Norfolk-Southern-Canton Railroad right-of-way, and ■ New alignment to Mason Lord Drive on the Bayview Medical Campus. 	<p>Alternative 4D: LRT, maximum tunnel + dedicated surface as follows:</p> <ul style="list-style-type: none"> ■ South side of Security Boulevard, ■ West side of Rolling Road, ■ North side of Security Square Mall, ■ Central alignment and the north side of I-70, ■ I-70 Park-and-Ride lot, ■ Tunnel under Cooks Lane, ■ Tunnel under US 40 and West Franklin Street to Calverton Road, ■ Median of US 40 with two vehicular lanes, ■ Lower level of US 40, ■ West side of Martin Luther King, Jr. Boulevard, ■ Lombard Street tunnel from Martin Luther King, Jr. Boulevard continuing under Eastern Avenue to Norfolk-Southern-Canton Railroad right-of-way, ■ Continuing in Norfolk-Southern-Canton Railroad right-of-way, and ■ New alignment to Mason Lord Drive on the Bayview Medical Campus.



There are ultimately two questions that need to be answered relative to the potential implementation of a Red Line transit alternative. The first question is whether a build alternative merits moving forward, or should the No-Build Alternative be selected? This question is evaluated based on a number of factors including whether the build alternatives meet project purpose and need, availability of federal and state funding, whether FTA New Starts criteria are met, public input, and if a project can be implemented that meets all environmental regulatory requirements.

If the answer to the first question is that a build alternative should move forward, then the second question becomes which alternative should be selected? Much of the AA/DEIS provides information useful to this decision. Chapter 6 of the AA/DEIS includes the analysis of these 12 alternatives for their general benefits, costs, social, economic, environmental, and operational effects within the corridor in detail. The evaluation matrix below provides a summary comparison of the 12 alternatives.

Alternative	Economic Measures				Evaluation Measures									
	Net Initial Capital Cost (2007 US\$ mil)	Net Initial Operating Investment (2007 US\$ mil)	Annual Operating and Maintenance (2007 US\$ mil)	Net Present Value (2007 US\$ mil)	Average Monthly Per Capita Income (2007 US\$)	Average Monthly Per Capita Income (2007 US\$)	New Jobs per Day	Travel Time Benefit (hours/day)	Travel Time Benefit (hours/day)	TA Cost/Benefit Ratio	TA Cost/Benefit Ratio	Change in Number of Parking Spaces	Number of Transportation Modes	Number of Residents (thousands)
Alternative 1 - No Build	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alternative 2 - TSM	\$281	\$5.61	76	17,640	3,059	3,350	N/A	-900	16,532	0	8	16.8	15.0	8
Alternative 3A - BRT	\$545	\$3.60	52	31,400	6,303	6,960	\$18.18	-1,159	18,598	0	9	34.0	15.0	13
Alternative 3B - BRT	\$1,019	\$3.86	56	37,400	6,880	7,600	\$44.74	-547	15,498	0	10	36.5	15.0	16
Alternative 3C - BRT	\$1,151	\$5.86	53	37,400	7,100	7,870	\$49.06	-578	14,958	0	9	33.8	15.0	18
Alternative 3D - BRT	\$2,404	\$8.15	43	41,500	10,590	11,460	\$63.93	-1052	13,853	0	9	30.0	15.0	17
Alternative 3E - BRT	\$5,578	\$9.79	69	29,500	10,370	6,250	\$26.21	-2175	16,649	0	9	35.6	15.0	16
Alternative 3F - BRT	\$755	\$6.09	65	34,300	9,510	6,620	\$37.31	-644	16,532	0	9	37.0	15.0	13
Alternative 4A - CBT	\$300	\$2.63	55	34,600	9,860	10,000	\$22.17	-1,272	16,766	0	9	33.3	12.6	11
Alternative 4B - CBT	\$1,498	\$3.13	43	41,100	12,330	13,130	\$30.42	-961	14,148	0	9	36.2	12.6	14
Alternative 4C - CBT	\$1,631	\$3.32	41	42,100	12,720	13,580	\$37.98	-254	14,148	0	9	37.5	12.6	15
Alternative 4D - CBT	\$2,463	\$7.17	36	42,100	13,360	14,200	\$46.17	-250	15,383	0	9	29.6	12.6	15

8



PLEASE PRINT

Address: _____

City: _____ State: _____ Zip Code: _____

I/We wish to submit the following comments on this project:

Thursday, November 6, 2008	Wednesday, November 12, 2008
4:00 PM–9:00 PM	4:00 PM–9:00 PM
Lithuanian Hall	UAW Hall
851 Hollins St.	1010 Oldham St.
Baltimore, MD 21201	Baltimore, MD 21224
<i>Served by MTA Bus Lines:</i>	<i>Served by MTA Bus Lines:</i>
10, 20, 35	10, 22, 23, 40

Saturday, November 8, 2008
10:00 AM-3:00 PM
Edmondson – Westside High School
501 N. Athol Ave.
Baltimore, MD 21229
*Served by MTA Bus Lines:
6, 23, 40*

Thursday, November 13, 2008
4:00 PM–9:00 PM
Woodlawn High School
1801 Woodlawn Dr.
Baltimore, MD 21229
Served by MTA Bus Lines:
M6, 44

All locations are ADA accessible. The MTA will provide a qualified interpreter to assist persons who are hearing impaired. Those who require linguistic translators or other special needs are urged to call 410-767-3754 at least one week prior to the first meeting to make such arrangements.

NOVEMBER 2008						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

1. Evaluate and assess public and agency comments received during the public hearings and 90-day public comment period.
2. Identify Locally Preferred Alternative.
3. Submit Locally Preferred Alternative request and New Starts Package to the FTA.
4. FTA Approval to enter into Preliminary Engineering and development of the Final Environmental Impact Statement.
5. Comments will be addressed formally in the Final Environmental Impact Statement (FEIS).

11

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BALTIMORE MARYLAND 21298-6016



Document Availability

The AA/DEIS and supporting Technical Reports are available online at: <http://www.baltimoreredline.com>
Printed copies of the AA/DEIS and supporting Technical Reports are available for review at the following locations:

Maryland Transit Administration
6 Saint Paul Street, 9th Floor
Baltimore, MD 21202

Baltimore City Department of Planning
417 East Fayette Street, 8th Floor
Baltimore, MD 21202

Baltimore County Office of Planning
The Jefferson Building, Suite 101
105 W. Chesapeake Avenue
Towson, MD 21204

Baltimore Metropolitan Council
2700 Lighthouse Point East, Suite 310
Baltimore, MD 21224

The following libraries have a printed copy of the AA/DEIS and a DVD of the Technical Reports available for review:

Enoch Pratt Free Library

Central Branch
400 Cathedral Street
Baltimore, MD 21201

Canton Branch
1030 S. Ellwood Avenue
Baltimore, MD 21224

Forest Park Branch
3023 Garrison Boulevard
Baltimore, MD 21216

Orleans Street Branch
1303 Orleans Street
Baltimore, MD 21231

Patterson Park Branch
158 N. Linwood Avenue
Baltimore, MD 21224

Pennsylvania Avenue Branch
1531 West North Avenue
Baltimore, MD 21217

Southeast Anchor Branch
3601 Eastern Avenue
Baltimore, MD 21224

Walbrook Branch
3203 West North Avenue
Baltimore, MD 21216

Washington Village Branch
856 Washington Boulevard
Baltimore, MD 21230

Baltimore County Public Library

Catonsville Branch
1100 Frederick Road
Catonsville, MD 21228

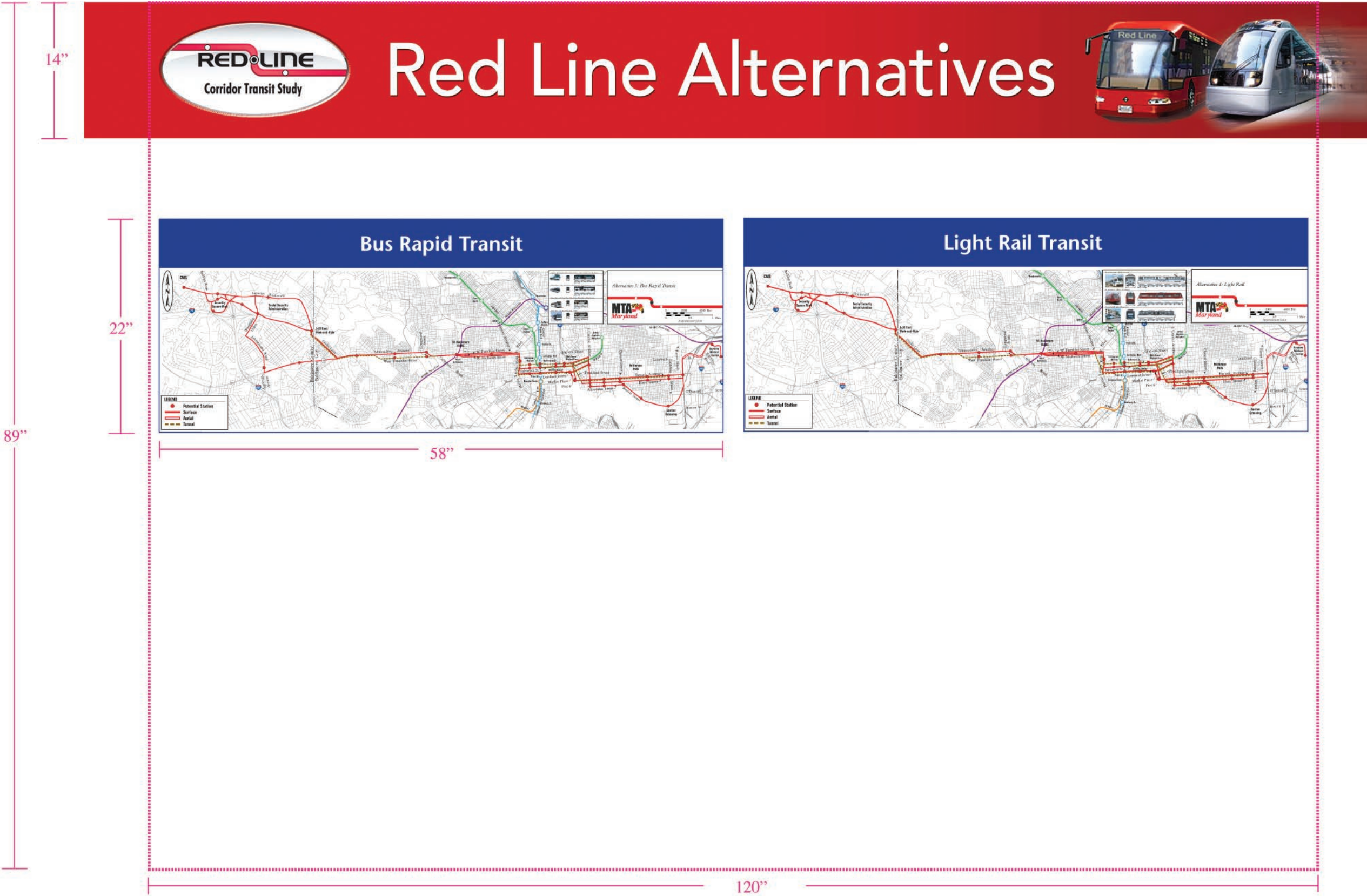
North Point Library
1716 Merritt Blvd
Dundalk, MD 21222

Woodlawn Branch
1811 Woodlawn Drive
Woodlawn, MD 21207

APPENDIX A

2008 Red Line DEIS Hearing Materials

Meeting Displays

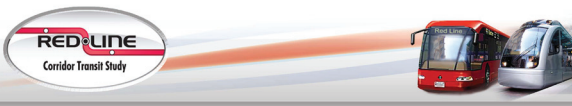


Red Line Alternatives

Transportation System Management


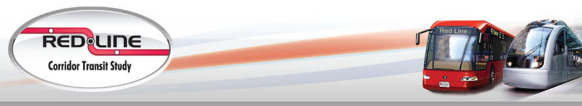
No Build Alternative

- Examines what conditions will be like in the year 2030 if the Red Line is not built
- Provides a baseline by which all environmental impacts of the build alternatives are compared
- Consists of the following information from the Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP):
 - Transit service levels,
 - Highway networks and traffic volumes,
 - Forecasted demographics for year 2030,
 - Existing highway and transit network, and
 - Planned and programmed (committed) improvements.




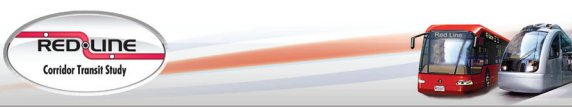
Evaluation of Alternatives Matrix

	Red Line Capital Cost (\$2015, \$/mile)	Red Line Corridor Operational Cost (\$2015, \$/mile)	Red Line Travel Time (min)	Average Weekly Ridership (thousands)	Peak Ridership per Day (thousands)	Peak Hour Ridership (thousands)	FTA and Baltimore Metro (Cost/Day, \$/mile)	Change in Number of Parking Spaces	Number of Transit-Dependent Users (thousands)	Number of Redundant Trips (thousands)	Number of Transit-Dependent Users (thousands)	Number of Transit-Dependent Users (thousands)	Number of Transit-Dependent Users (thousands)	Number of Transit-Dependent Users (thousands)	Number of Transit-Dependent Users (thousands)	Number of Transit-Dependent Users (thousands)
Alternative 1 - No Build (12.9 mi.)	N/A	N/A	80	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alternative 2 - FSR (14.3 mi.)	\$281	\$5.01	76	17,600	2,800	2,520	N/A	900	16,532	0	8	16.8	15.0	8		
Alternative 3A - BRT, dedicated surface (13.8 mi.)	\$345	\$3.40	62	31,400	6,000	6,760	\$18.10	-1,159	16,598	0	9	34.0	15.0	13		
Alternative 3B - BRT, downtown tunnel + dedicated surface (14.9 mi.)	\$1,019	\$5.96	56	37,400	6,800	7,600	\$44.74	-747	15,498	0	10	36.5	15.0	16		
Alternative 3C - BRT, downtown tunnel + Caisson Lane tunnel + dedicated surface (14.7 mi.)	\$1,151	\$5.96	53	37,400	7,000	7,870	\$49.06	-578	14,958	0	9	35.8	15.0	18		
Alternative 3D - BRT, downtown tunnel + dedicated surface (13.7 mi.)	\$2,404	\$8.15	43	41,500	10,500	11,460	\$63.93	-352	15,383	0	9	30.0	15.0	17		
Alternative 3E - BRT, dedicated surface with Interpark Road alignment (14.8 mi.)	\$571	\$5.79	69	28,300	5,370	6,250	\$26.21	-1,075	16,649	0	9	35.6	15.0	10		
Alternative 3F - BRT, shared and dedicated surface + downtown tunnel (14.3 mi.)	\$755	\$6.09	65	34,300	5,910	6,620	\$37.31	-644	16,532	0	9	17.0	15.0	13		
Alternative 4A - LRT, dedicated surface (13.9 mi.)	\$900	\$3.63	55	34,600	9,860	10,900	\$22.17	-1,272	16,598	0	9	33.3	12.6	11		
Alternative 4B - LRT, downtown tunnel + dedicated surface (14.6 mi.)	\$1,498	\$3.13	43	41,100	12,330	13,130	\$30.42	-361	14,148	0	9	36.2	12.6	14		
Alternative 4C - LRT, downtown tunnel + Caisson Lane tunnel + dedicated surface (14.5 mi.)	\$1,631	\$3.12	41	42,100	12,720	13,580	\$31.98	-254	14,148	0	9	35.5	12.6	13		
Alternative 4D - LRT, maximum tunnel + dedicated surface (13.7 mi.)	\$2,463	\$7.37	36	42,300	13,260	14,200	\$49.17	-250	15,383	0	9	29.6	12.6	15		

Red Line Corridor Transit Study Goals and Objectives

Goal	Objectives
Increase Transit Efficiency	Reduce transit travel times in the corridor Provide safe and attractive transit service
Improve Transit Mobility and Accessibility	Better accommodate existing and future east-west travel demands Improve transit access to jobs in the region Provide transit access to schools, shopping, events, healthcare and other services and cultural attractions in the corridor
Provide Transportation Choices for East-West Commuting	Encourage transit ridership Improve transit opportunities in the east-west corridor Improve transit service for the transit-dependent user, as well as those individuals within the corridor who choose to use transit as an option
Improve Transit Connections	Develop connections between existing transit routes Provide transit connections to existing and planned economic development areas
Support Community Revitalization and Economic Development	Support ongoing community revitalization and economic development initiatives Provide transit stations compatible with local community character
Address Air Quality Issues and Environmental Stewardship	Provide a quality alternative to automobile travel Minimize impacts to the natural and human environment Support local, regional, and state policies and adopted Master Plans Support energy conservation

PURPOSE OF HEARINGS

At today's hearing, the individuals and organizations will have the opportunity to comment on the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the Red Line Project.


The subject of your testimony may include:

- Preference for an alignment or alternative.
- Support or concerns about an alternative.

Testimony received at the hearings will be part of the official record of comments on the AA/DEIS, along with the written and electronic comments received on or before January 5, 2009.

NEXT STEPS

1. Evaluate and assess public and agency comments received during the public hearings and 90-day public comment period.
2. Identify the Locally Preferred Alternative.
3. Submit the Locally Preferred Alternative request and New Starts Package to the FTA.
4. FTA Approval to enter into Preliminary Engineering and the development of the Final Environmental Impact Statement (FEIS).
5. Comments will be addressed formally in the FEIS.



APPENDIX B

SAAC Spring 2011 Open House Materials



APPENDIX B

SAAC Spring 2011 Open House Materials

Advertisements



Help Shape Baltimore's Transit Future at a Rail Station Design Open House

At the Open House you can...

- Talk to your community's representatives on Station Area Advisory Committees
- Provide feedback on key design options and visions for the future station areas
- Ask questions about project status, schedule, and funding

Saturday May 7th	Wednesday May 11th	Saturday May 14th	Tuesday May 17th
9:00 am–Noon	5:30 pm–8:30 pm	9:00 am–Noon	5:30 pm–8:30 pm
Edmondson High School Cafeteria 501 Athol Ave. Baltimore, MD 21229 Accessible by Bus Routes: #20, 23, 40	Woodlawn High School Cafeteria 1801 Woodlawn Dr. Baltimore, MD 21207 Accessible by Bus Routes: #15, 44, 57, 77	Hampstead Hill Academy Cafeteria 500 S. Linwood Ave. Baltimore, MD 21224 Accessible by Bus Routes: #7, 10, 13	University of Maryland, Baltimore SMC Campus Center Ballrooms A & B 621 W. Lombard St. Baltimore, MD 21201 Accessible by Bus Routes: #1, 7, 10, 20, 27, 30, 35, 36, 48

Questions:
Contact Tamika Gauvin, 410-767-0995 • 410-539-3497 TTY • redline@mta.maryland.gov • www.baltimoreredline.com
Meeting locations are accessible to persons with disabilities. To request special services such as an interpreter for the hearing impaired, please call 410-767-3754 at least one week prior to the meeting.







RED IS THE NEW GREEN!

Learn More About the Red Line...
ATTEND MAY COMMUNITY OPEN HOUSES
Details available at www.baltimoreredline.com

New, efficient transit systems like the Red Line are an excellent solution to reducing our reliance on automobiles and creating a healthier planet.

So get ready to GO GREEN! The Red Line is a proposed 14.5-mile east-west light rail line that is being planned to provide a wide range of environmental improvement opportunities. Better air and water quality and green spaces in the places where we live and work everyday mean better health for the region and a brighter future for Baltimore's businesses and residents.


The Red Line will offer connections to MARC, the MTA central light rail, and the Metro subway and take you to destinations like the Woodlawn area of Baltimore County, Edmondson Village, West Baltimore, downtown Baltimore, Harbor East, Fells Point, Canton, and the Johns Hopkins Bayview Medical Center Campus.

For more information, visit www.baltimoreredline.com or call 410-767-3754 or email redline@mta.maryland.gov.






Maryland Transit Administration
6 St. Paul Street, 9th Floor, Baltimore, MD 21202
410-767-3754 • redline@mta.maryland.gov



Ayuda a dar forma al Futuro del Tránsito de Baltimore en la Presentación al público de la Línea Roja


En esta presentación al público usted podrá...

- Hablar a los representantes del Comité de Asesores de la Estación de la Zona de su comunidad.
- Proporcionar comentarios sobre opciones de diseño y visiones para futuras áreas de estación.
- Hacer preguntas acerca de estado de proyectos, programas y financiación.

Sábado 7 de mayo	Miércoles 11 de mayo	Sábado 14 de mayo	Martes 17 de mayo
9:00 am–Mediodía	5:30 pm–8:30 pm	9:00 am–Mediodía	5:30 pm–8:30 pm
Cafetería de la Escuela Secundaria de Edmondson 501 Athol Ave., Baltimore, MD 21229 Accesible por las rutas de autobuses: #20, 23, 40	Cafetería de la Escuela Secundaria de Woodlawn 1801 Woodlawn Dr., Baltimore, MD 21207 Accesible por las rutas de autobuses: #15, 44, 57, 77	Cafetería de la Academia de Hampstead Hill 500 S. Linwood Ave., Baltimore, MD 21224 Accesible por las rutas de autobuses: #7, 10, 13	Universidad de Maryland, Baltimore SMC Campus Center, Salas A & B 621 W. Lombard St. Baltimore, MD 21201 Accesible por las rutas de autobuses: #1, 7, 10, 20, 27, 30, 35, 36, 48


Los lugares de reuniones son accesibles para personas con discapacidades. Para solicitar servicios especiales tales como un intérprete para los discapacitados de oído, llame por favor al 410-767-3754 por lo menos una semana antes de la reunión.

Cada presentación al público presentará un grupo específico de áreas de estación (ver a continuación).



Preguntas:
Contacto **Tamika Gauvin**
Oficina de Planificación de MTA
6 St. Paul Street, piso 9º • Baltimore, MD 21202
410-767-0995 • 410-539-3497 TTY
redline@mta.maryland.gov • www.baltimoreredline.com


Martin O'Malley – Gobernador
Anthony G. Brown – Teniente Gobernador
Raigen T. Wells – Administrador, Administración de Tránsito de Maryland


APPENDIX B


SAAC Spring 2011 Open House Materials

Invitation



Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

PRESTOED
FIRST CLASS
U. S. POSTAGE
PAID
MODERN MAIL



Help Shape Baltimore's Transit Future at a
Red Line Open House

The MTA Red Line Project Team and community members of the Station Area Advisory Committees (SAAC) cordially invite you to an information Open House and workshop so that you can be involved in the latest Red Line planning. Join us at an Open House in your community to get the latest project status, share ideas and talk to your neighbors about their work in developing a Red Line that will shape Baltimore's transportation future.

At the Open House you can...

- Get an update on the status of the project.
- Learn about elements of Light Rail systems under consideration for the Red Line.
- Hear presentations on Vision Plans and station locations from community residents who make up the SAACs, and offer your feedback.
- Dialogue about how the Red Line can best benefit area neighborhoods and transit riders.

Questions:
Contact **Tamika Gauvin**
MTA Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202
410-767-0995 • 410-539-3497 TTY
redline@mta.maryland.gov
www.baltimoreredline.com

Marion O'Malley – Governor
Anthony G. Brown – Lt. Governor
Rafael T. Wells – Administrator,
Maryland Transit Administration

BALTIMORE
RED LINE

APPENDIX B

SAAC Spring 2011 Open House Materials

Display Boards




Spring 2011



The Red Line

A New East-West Connection

Convenient Stations, Enhanced Mobility, Reduced Travel Times

The Red Line is a proposed 14-mile, east-west rail line connecting the areas of Woodlawn (Baltimore County), Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center campus in eastern Baltimore City. The Red Line will run through new tunnels through Downtown and near Leakin Park. In other areas, the system will operate in dedicated lanes. The Red Line will:


- Provide enhanced mobility and connecting service to Baltimore's existing transit systems—MARC commuter service, metro, light rail, and local and commuter bus routes
- Provide 20 conveniently located stations, including five new underground stations in the downtown area
- Improve east-west mobility and reduce travel times for thousands of area residents

Community-Friendly Light Rail Transit


The Red Line will be a Light Rail Transit (LRT) line, similar to the one from Hunt Valley to BWI Airport. LRT trains are modern streetcars, powered by overhead wires. The trains for the Red Line will be smaller than those currently used by Maryland Transit Administration (MTA), allowing them to fit more naturally into local neighborhoods. The Red Line will feature:

- New shorter, narrower vehicles no wider than 8 feet, 8 inches (existing trains are 9.5 feet wide)
- Low floors, allowing passengers to walk directly onto the train from the platform without climbing stairs
- Quiet operation
- While some stations will allow parking, the overall vision is community-oriented stations which are both pedestrian and bicycle friendly.





Spring 2011



Designed with Community Participation

When designing the Red Line, the MTA talked with communities throughout the corridor to get their input and ideas. The Red Line will incorporate many features requested by the communities including:



- Tunneling to improve reliability and increase speeds
- Station designs that support community-centered development needs
- Environmental features like landscaping, state-of-the-art stormwater management, public art, and connections to regional trails
- Safe pedestrian access around stations
- Enhanced street lighting and other security features
- No displacement of homes

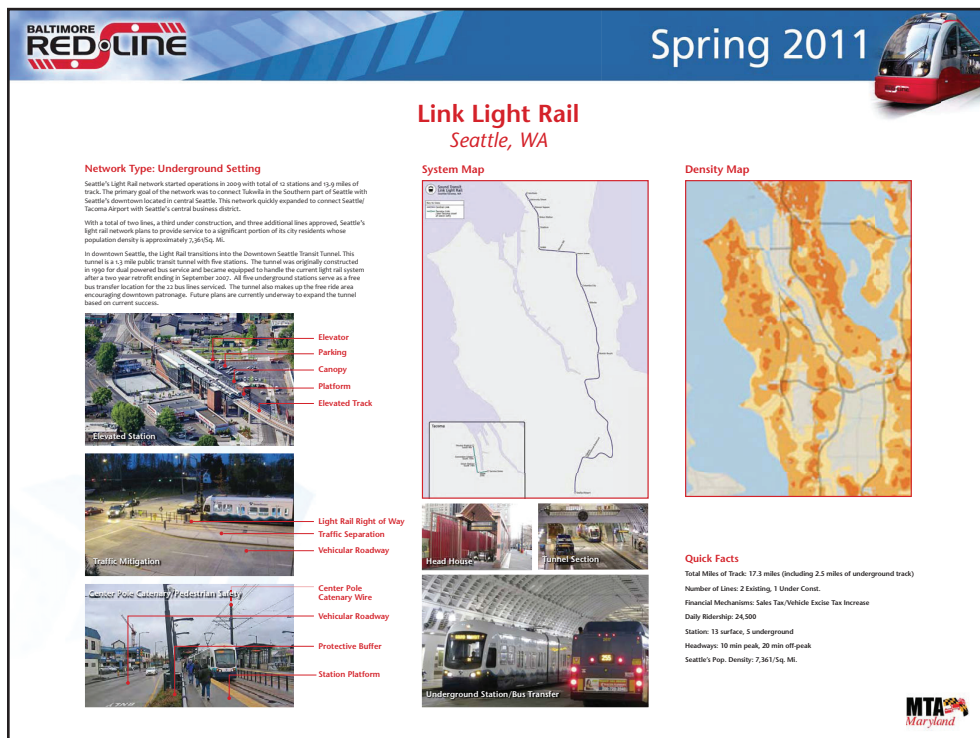
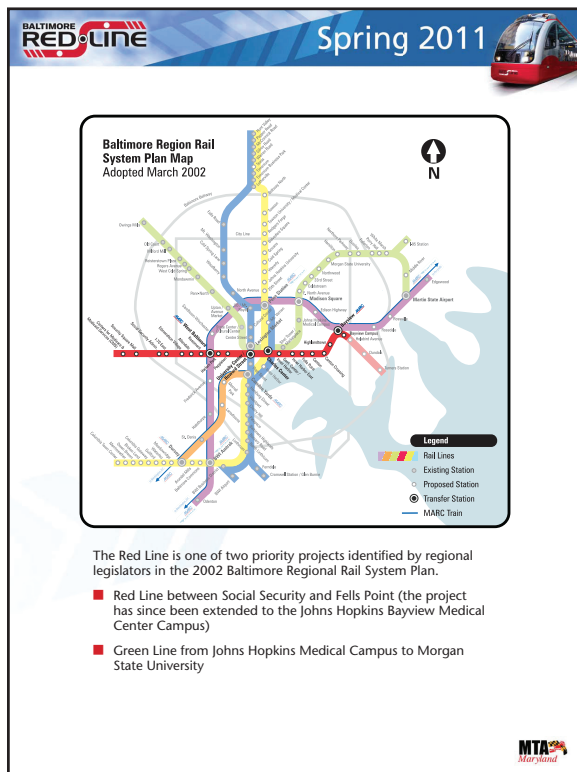
Cost

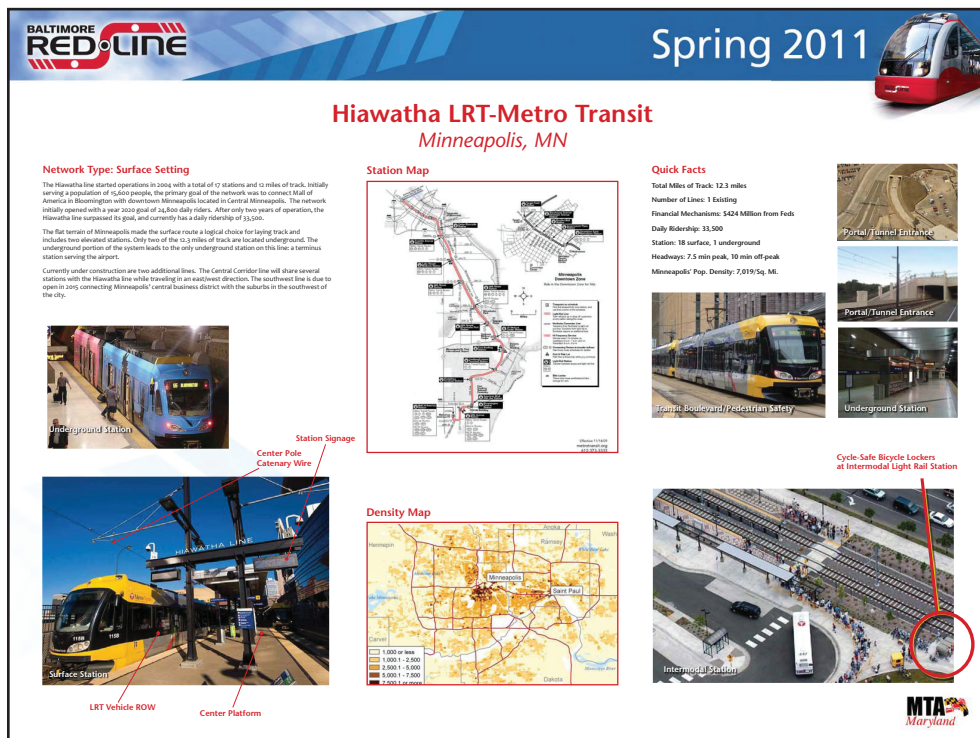
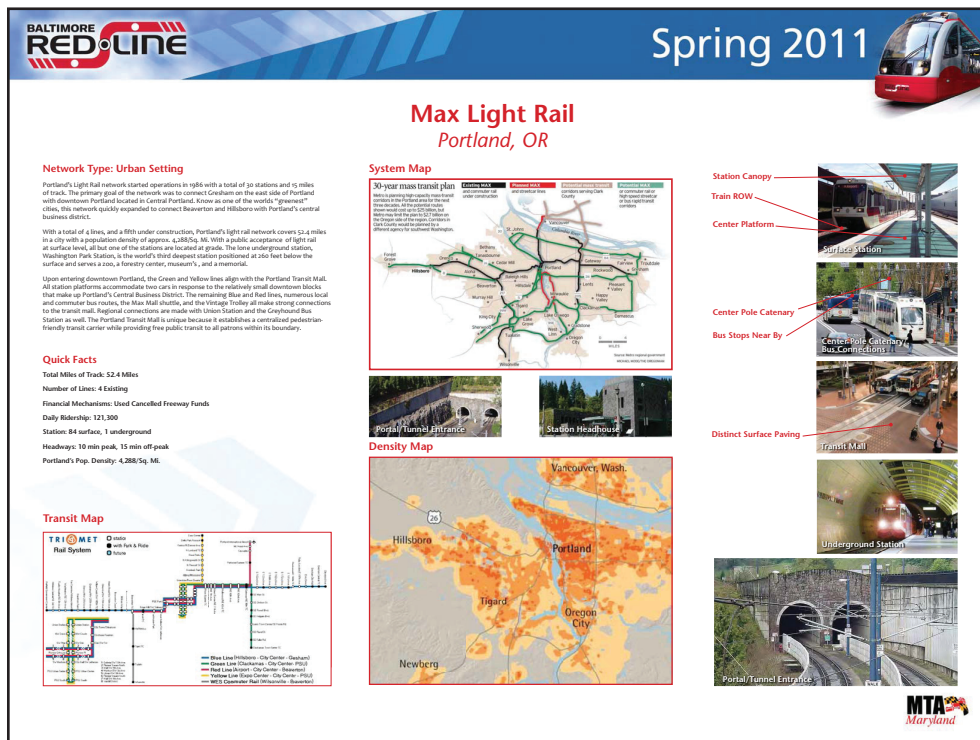
- Capital construction costs for the Red Line are estimated at \$1.8 billion (2010 dollars)


Next Steps

- The MTA has requested approval from the Federal Transit Administration to enter into the next critical phase of the project – Preliminary Engineering
- Pending funding, construction of the Red Line is expected to begin in 2016 and could be operating by 2020











Spring 2011



Dart Light Rail

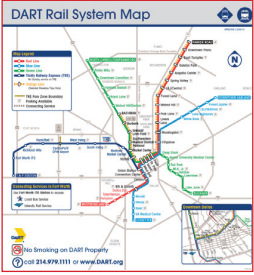
Dallas, TX

Network Type: Suburban Setting

The Dallas Light Rail network began operations in 1996 as a 30-mile starter system. This starter system primarily served downtown Dallas and adjacent neighborhoods. Because the system outperformed projections, it was used to justify the relevance of the larger system currently in place. The system today is composed of three lines with 54 total stations. There are also an additional 10 stations currently under construction.





The DART system allows suburban communities to decide their inclusion in the system. To date, most have decided to be a part of the system because it provides an additional option for transportation other than the automobile, which dominates the region.

Dallas is a very spread out city. Because of Dallas' low density, many of its stations outside of downtown are suburban in nature. These stations are primarily surface walk-up stations servicing their adjacent residential communities and providing a connection to downtown Dallas, which serves as the major employment center of the region.

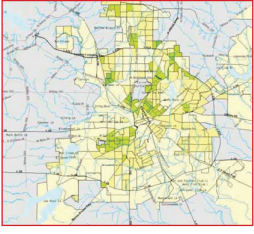


Quick Facts

- Total Miles of Track: 84 Miles
- Number of Lines: 3 Existing
- Financial Mechanisms: 1% Sales Tax
- Daily Ridership: 43,000
- Station: 38 current, 24 under construction, 1 underground
- Headways: 5-10 min peak, 20-30 min off-peak
- Dallas Pop. Density: 3,697/Sq. MI.

Density Map








Center Pole Canopy

Distinct Surface Paving

Canopy Structure Acts as Protective Buffer

Portal/Tunnel Entrance





Spring 2011



The Baltimore Red Line **GREEN TRACKS TEST PROJECT**

MTA's four green track test sites were installed as a two-year trial to evaluate different plant species for possible use on the future Red Line. MTA plans to share updates with the community as they make final decisions on the use of Green Tracks along the proposed system.

What are 'Green Tracks'?

'Green Tracks' refer to rail beds that allow plant materials to grow alongside and in between the rails. Green Track systems require a different type of construction than normal, in order for the vegetation to survive and the tracks to be maintained. A permanent Green Track installation requires a concrete base, rather than ties and stone ballast.



Grenoble, France

What will we learn from this test project?

How plant species hold up to:

- Climate
- Salt, dust, and urban impacts
- Weed infiltration

How Green Tracks affect:

- Maintenance
- Light Rail operations
- Stormwater management

What are the benefits of Green Tracks?

- Reduces pollutants
- Filters stormwater
- Reduces summer heat
- Reduces noise
- Improves appearance

What types of vegetation are planted here?



Sedums

Sedums are not grasses, they are actually flowering plants related to the cactus. Many of the types of sedums planted here are often used on green roof systems.

These plants:

- Can thrive in very dry conditions
- Require little maintenance
- Absorb pollutants
- Flower and provide seasonal color change



Grasses

A variety of grasses have been planted at each site. They were selected based on environmental criteria.

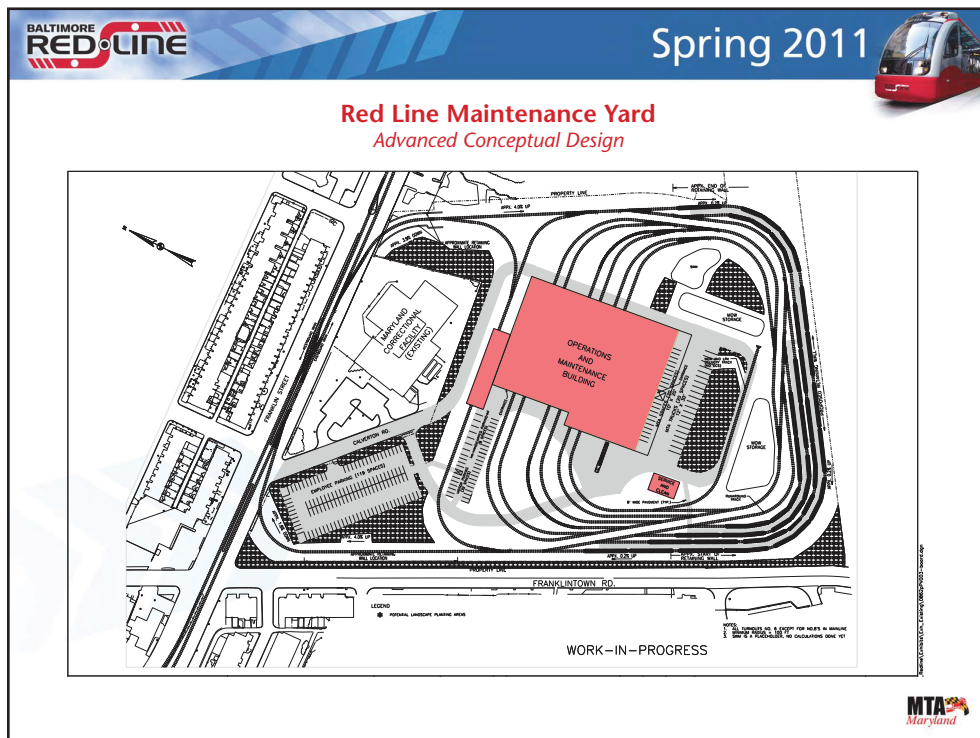
- Can survive in harsh environments
- Require minimal maintenance
- Absorb pollutants
- May naturally turn brown during dry-spells and winter

Help us make the future Red Line 'Green':

PLEASE KEEP OFF THE TRACKS

QUESTIONS/COMMENTS?
Visit www.baltimoreredline.com/green for more information.



BALTIMORE RED LINE Spring 2011

Environmental Status

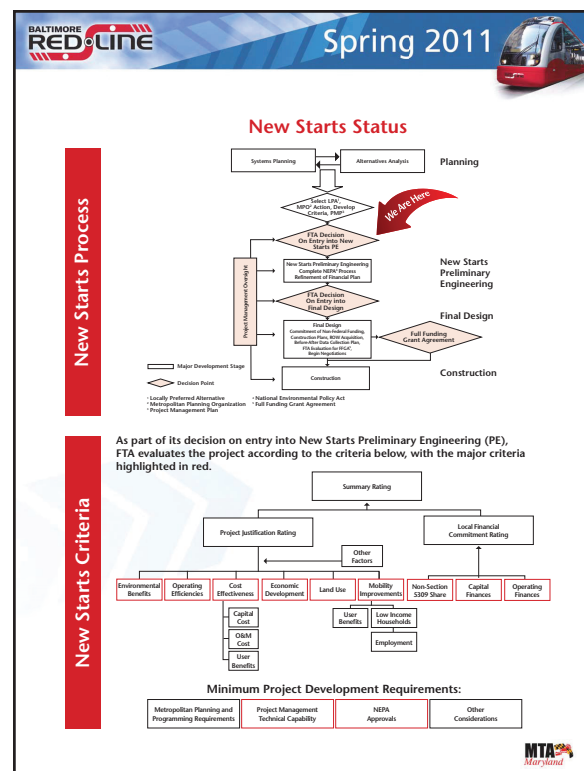
NEPA Process

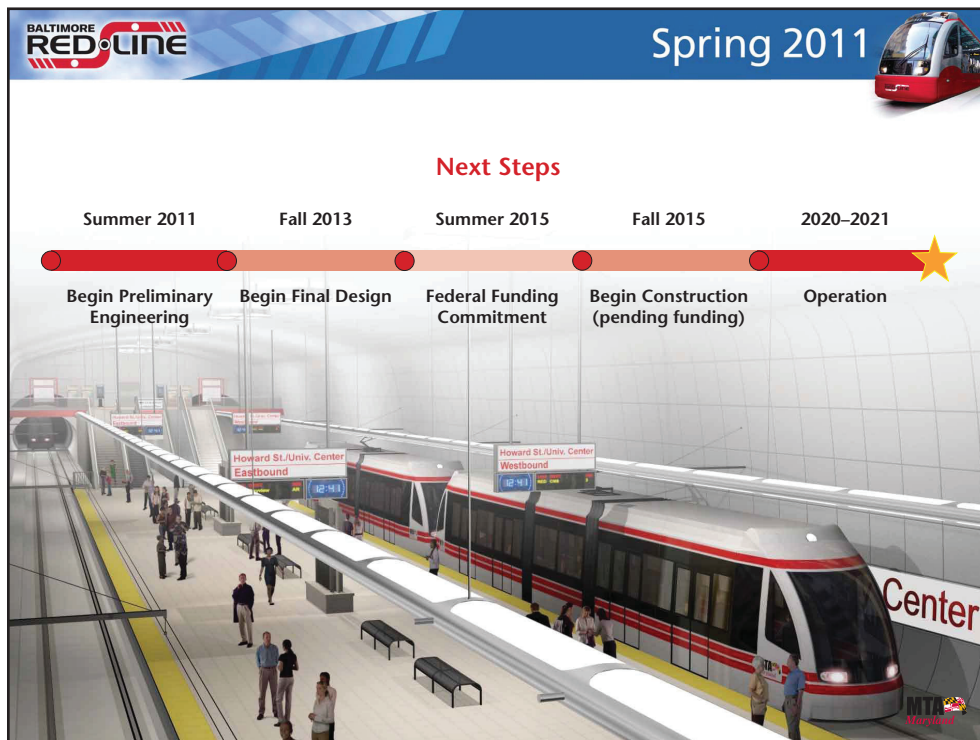
- ☒ Scoping
- ☒ Alternatives Analysis
- ☒ Draft Environmental Impact Statement (DEIS)
- ☐ Final Environmental Impact Statement (FEIS)
 - Project Team will conduct technical study updates on the LPA – results presented in FEIS
 - Document will address all comments received during the DEIS comment period (October 2008 - January 2009)
 - Document will describe mitigation measures (commitments) that are part of proposed action
 - Document distributed to any persons, organizations or agencies who made substantive comments on the DEIS or request a copy
- ☐ Record of Decision (ROD) – issued by FTA documenting its decision on the project

Environmental Issues

- No residential displacements will be required for the project
- Specific impacts from all elements of the project will be identified
- Mitigation, commitments and environmental stewardship will be determined through coordination with agencies and communities
- Community and agency outreach will continue to be an essential part of the project
- Ongoing coordination with the Maryland Historical Trust regarding effects to historic properties and archeological sites
- Specific construction impacts will be documented in the FEIS

MTA Maryland





BALTIMORE RED LINE Spring 2011

Station Area Advisory Committees Process

The Red Line Station Area Advisory Committees (SAACs) are volunteer stakeholders from each of the planned transit stations along the Red Line. Members represent community organizations, residents, businesses and institutions. Nearly 400 people applied and 182 were selected for 17 SAACs.

One SAAC represents each of the 20 planned stations along the Red Line, except for the following which have been combined:

- Harlem Park and Poppleton
- Charles Center and Government Center/Inner Harbor
- Bayview MARC and Bayview Campus

SAACs will meet over a 15-month period. Meetings to date include:

- First round of meetings, September/October 2010
- New Links conference, October 2010 included speakers on transit and transit-oriented development
- Second round of meetings, November 2010
- Third round of meetings, January 2011
- Spring 2011 Open Houses

SAACs are charged with advising the MTA on the following areas:

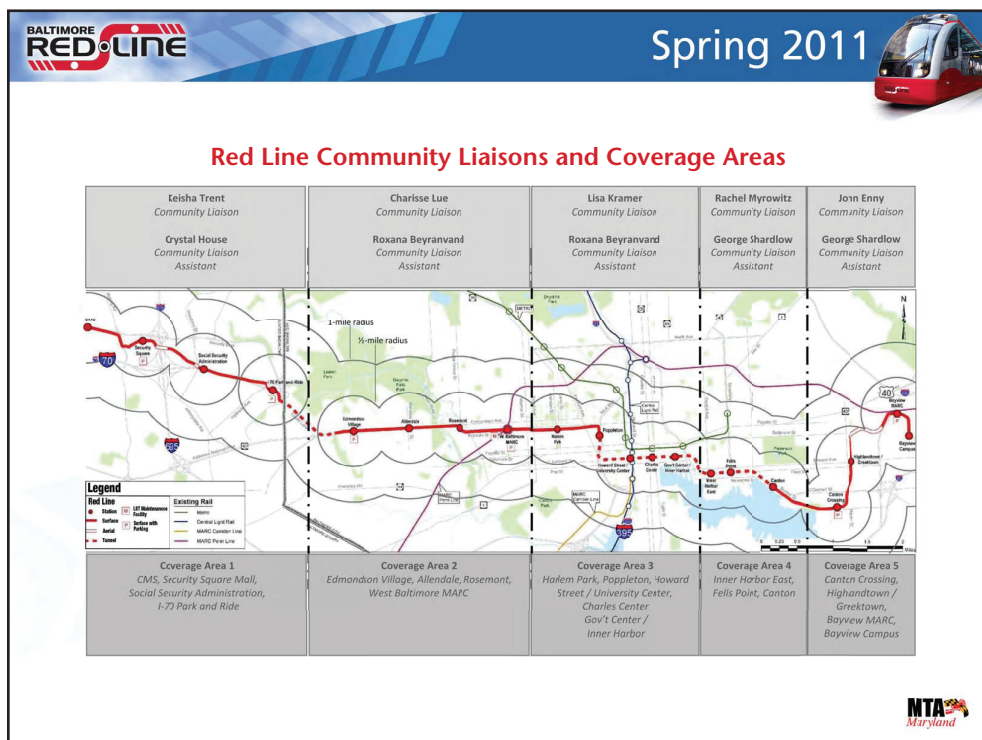
- Station locations
- Entrances and outlets for various modes of travel and methods of access to the Red Line stations
- Station layout
- Architectural design
- Safety issues
- Impacts to local businesses
- Other impacts and opportunities

Community Liaisons will:

- Engage local community members in the design process taking place within the SAACs
- Foster communication between community members and the SAACs

SAAC meeting dates, times and locations are posted at:
www.baltimoreredline.com/station-area-advisory-committees

MTA Maryland



BALTIMORE RED LINE Spring 2011

Meet the Community Liaisons

Staying connected to the community is a critical element in realizing the success of the Red Line project. Integrating Community Liaisons into the Red Line project is one of the goals outlined in the Baltimore City Red Line Community Compact. The Compact is an agreement among the communities in the Red Line corridor, Baltimore City, the MTA, and other stakeholders to make the Red Line a catalyst for economic and environmental benefits in the project's neighborhoods. The liaisons come to the project with a vast amount of community outreach experience.

John Enny
John Enny most recently served as the Community Liaison for Outward Bound Baltimore Chesapeake Bay, a non-profit outdoor educational institution that focuses on character development, leadership and service. A Baltimore resident, he has participated in various service and volunteer programs and organizations, including the Augustinian Volunteers (PMD), AmeriCorps City Year Greater Philadelphia, and the Youth Conservation Corps (Virginia Department of Conservation and Recreation). John is the Community Liaison for the Canton Crossing, Hightown/Greentown, Bayview MARC, and Bayview Medical Campus station areas.
Contact John at 410-661-9663 or JEnny@baltimoreredline.com

Rachel Myrowitz
Rachel Myrowitz worked for One Less Car as Program Coordinator with a primary focus on sustainable transportation advocacy across Maryland. Previously, she worked for the Policy and Lobbying division of the League of Conservation Voters in Washington, DC, and for the Political and Legislative division of Conservation Voters New Mexico. Rachel has Environmental Leadership Institute training, Transformative Mediation training and a bachelor's degree from St. John's College. Rachel is the Community Liaison for the Inner Harbor East, Fells Point and Canton station areas.
Contact Rachel at 410-661-9440 or RMyrowitz@baltimoreredline.com

Lisa Kramer
Lisa Kramer received a degree in Political Science from George Washington University in 2003. Following that, she worked on political campaigns in Virginia, Indiana and New Mexico and spent three years as the East Coast Regional Director for a grassroots political consulting firm. A Baltimore resident, Lisa worked most recently as a facilitator for a coalition on local development issues. Lisa is the Community Liaison for the Harlem Park, Poppleton, Howard Street/University Center, Charles Center, and Government Center/Inner Harbor station areas.
Contact Lisa at 410-661-9145 or LKramer@baltimoreredline.com

Keisha Trent
Keisha Trent worked six years at Enterprise Community Partners in Columbia, advising national community organizations and housing development corporations in rebuilding their communities by administering capacity building grants and providing direct technical assistance. In her last role, Keisha worked as a Neighborhood Project Coordinator with the Baltimore City Department of Housing and Community Development, engaging residents and other stakeholders in neighborhood revitalization efforts. Keisha is the Community Liaison for the CMS, Security Square Mall, Social Security Administration and I-70 Park-and-Ride station areas.
Contact Keisha at 410-661-9445 or KTrent@baltimoreredline.com

Charisse Lue
Charisse Lue joins the Baltimore Red Line project team as a community member and a resident of Baltimore City. She brings more than ten years of community development experience to the project. She worked with a number of non-profit agencies, including serving as the executive director of a program which provided services for Baltimore City's homeless youth. Recently, she spearheaded a permanent supportive housing program for homeless families, which allowed her to develop program initiatives that engaged the community in transforming the local area into safe, family-oriented environments. Charisse is the Community Liaison for the Edmondson Village, Allendale, Rosemont and West Baltimore MARC station areas.
Contact Charisse at 410-661-9146 or CLue@baltimoreredline.com

MTA Maryland

BALTIMORE RED LINE Spring 2011

Stay connected to the project:


- Visit the project website at www.baltimoreredline.com.
- On the website, sign up for Red Line emails for up-to-date project news.
- Contact your Community Liaison at 410-767-0995. The Red Line Community Liaisons are the connection between neighborhoods in the project corridor, the MTA and Station Area Advisory Committees (SAACs).
- Request a Speaker's Bureau meeting for your community, business or civic organization. Call Tamika Gauvin at 410-767-0995 to schedule.
- Attend a meeting of the Red Line Citizens' Advisory Council. Check the project website for meeting times and locations along the corridor.

Questions/Comments Contact:


Tamika Gauvin
Community Outreach Coordinator
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202
410-767-0995
410-539-3497 TTY
tgauvin@baltimoreredline.com
www.baltimoreredline.com

Martin O'Malley – Governor
Anthony G. Brown – Lt. Governor
Ralynn T. Wells – Administrator, Maryland Transit Administration

MTA Maryland



Spring 2011



Considerations in Planning Station Areas

Define the Planning Area

The area within 1/4 mile radius of the station that will influence or be influenced by the Red Line

Consider What We Value

The SAAC has identified values such as:

- **Stability vs. Change**
- **Strengths, Weaknesses and Opportunities**
- **Benefits from Connections**


Create Guiding Principles That Shape Our Vision

SAAC members have developed a unique set of guiding principles for each of their station areas. The major categories they have focused on are:

- **Connectivity and Accessibility** – How we get to/from the station
- **Transmodalism** – How different kinds of transportation interact with the station
- **Land Use and Economic Development** – Opportunities for preservation, development and redevelopment
- **Housing** – Review existing and/or desired housing in the area
- **Infrastructure** – Improvements wanted for sidewalks, crosswalks, landscaping, etc
- **Sustainability** – Planning and designing for a “greener” community
- **Community Identity** – How to highlight our communities’ uniqueness and positive identity

Define the Preferred Location of the Station

Decide how we want the station platform to fit into our vision area and how the station should work in relation to our guiding principles and area plan



APPENDIX C

SAAC Spring 2012 Open House Materials



APPENDIX C

SAAC Spring 2012 Open House Materials

Advertisements

Help Shape Baltimore's Transit Future at a Red Line Open House

Spring 2012

Join us! Red Line Open Houses provide an opportunity for community members to come together to see current Red Line plans, ask questions, and learn about associated MTA and City projects.

At the open houses you can:

- See current Red Line plans
- Meet representatives from Station Area Advisory Committees
- Speak with historic preservation specialists about how the Red Line will affect historic resources (Section 106 Public Involvement Process)
- Receive updates and provide input on associated MTA projects going on at West Baltimore and the proposed Bayview MARC Station
- Receive updates and provide input on a Baltimore City project to reconstruct the Edmondson Avenue Bridge (June 16th meeting only)



**Wednesday
June 6th**
11 a.m. – 2 p.m.
4 p.m. – 7 p.m.

Featured SAACs:
Howard Street/University Center, Inner Harbor, Harbor East, Fells Point

University of Maryland, Baltimore
SMC Campus Center
Ballrooms A & B
621 W. Lombard St.
Baltimore, MD 21201

**Saturday
June 9th**
9 a.m. – Noon

Featured SAACs:
Canton, Brewers Hill/Canton Crossing, Highlandtown/Greektown, Bayview Campus, Bayview MARC

Hampstead Hill Academy
Cafeteria
500 S. Linwood Ave.
Baltimore, MD 21224

**Tuesday
June 12th**
5 p.m. – 8 p.m.

Featured SAACs:
Centers for Medicare and Medicaid Services, Security Square, Social Security Administration, I-70 Park and Ride

Woodlawn High School
Cafeteria
1801 Woodlawn Dr.
Baltimore, MD 21207

**Saturday
June 16th**
9 a.m. – Noon

Featured SAACs:
Edmondson Village, Allendale, Rosemont, West Baltimore MARC Station, Harlem Park, Poppleton

Lockerman Bundy Elementary School
Gymnasium
301 North Pulaski Street
Baltimore, MD 21223

Each meeting will provide information on the entire corridor and feature information for the Station Area Advisory Committees (SAACs) that are specific to the geographic area of the open house.



For complete details, visit www.baltimoreredline.com or call 443-451-3796 or 410-539-3497 TTY

Meeting locations are accessible to persons with disabilities. To request special services such as an interpreter for the hearing impaired, please call 443-451-3796 at least one week prior to the meeting.

Help Shape Baltimore's Transit Future at a Red Line Open House

Spring 2012

Wednesday, June 6th
11 am – 2 pm; 4 pm – 7 pm

Featured SAACs:
Howard Street/University Center, Inner Harbor, Harbor East, Fells Point

University of Maryland, Baltimore
SMC Campus Center Ballrooms A & B
621 W. Lombard St., Baltimore, MD 21201

Accessible by Bus Routes:
#7, 15, 23, 40, 47

Go to the 3rd floor, East Side of the garage and take walkway for 2nd floor Ballroom Entrance.

Saturday, June 9th
9 am – Noon

Featured SAACs:
Canton, Brewers Hill/Canton Crossing, Highlandtown/Greektown, Bayview Campus, Bayview MARC

Hampstead Hill Academy
Cafeteria
500 S. Linwood Ave., Baltimore, MD 21224

Accessible by Bus Routes:
#10

Tuesday, June 12th
5 pm – 8 pm

Featured SAACs:
Centers for Medicare and Medicaid Services, Security Square, Social Security Administration, I-70 Park and Ride

Woodlawn High School
Cafeteria
1801 Woodlawn Dr., Baltimore, MD 21207

Accessible by Bus Routes:
#15, 40


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Edmondson Village, Allendale, Rosemont, West Baltimore MARC Station, Harlem Park, Poppleton

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Gymnasium
301 North Pulaski St., Baltimore, MD 21223

Accessible by Bus Routes:
#23, 40, 47, 51

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Questions:
Contact Tamika C. Gavin
Community Outreach Coordinator
Maryland Transit Administration
Transit Development & Delivery
100 South Charles Street,
Tower 2, Suite 700
Baltimore, MD 21201

443-451-3796 • 410-539-3497 TTY
redline@mta.maryland.gov
www.baltimoreredline.com

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RL-80-04-044-00402-00-120514



APPENDIX C

SAAC Spring 2012 Open House Materials

Invitation



Help Shape Baltimore's Transit Future at a Red Line Open House

Spring 2012

<p>Wednesday, June 6th 11 am – 2 pm 4 pm – 7 pm</p> <p><i>Featured SAACs:</i> Howard Street/University Center, Inner Harbor, Harbor East, Fells Point</p> <p>University of Maryland, Baltimore SMC Campus Center Ballrooms A & B 621 W. Lombard St. Baltimore, MD 21201</p> <p><i>Accessible by Bus Routes:</i> #7, 15, 23, 40, 47</p> <p><i>By Light Rail: University Ctr./ Baltimore St. Station</i></p> <p><i>By Metro: Lexington Market Station</i></p> <p><i>By Charm City Circulator: Orange Route</i></p> <p><i>Accessible Parking at Pratt St. Garage (646 W. Pratt, corner of W. Pratt & S. Green). Go to the 3rd Floor, East Side of the garage and take walkway for 2nd Floor Ballroom Entrance.</i></p>	<p>Saturday, June 9th 9 am – Noon</p> <p><i>Featured SAACs:</i> Canton, Brewster Hill/Canton Crossing, Highlandtown/Crofton, Bayview Campus, Bayview MARC</p> <p>Hampstead Hill Academy Cafeteria 500 S. Linwood Ave. Baltimore, MD 21224</p> <p><i>Accessible by Bus Routes: #10</i></p>	<p>Tuesday, June 12th 5 pm – 8 pm</p> <p><i>Featured SAACs:</i> Centers for Medicare and Medicaid Services, Security Square, Social Security Administration, I-70 Park and Ride</p> <p>Woodlawn High School Cafeteria 1801 Woodlawn Dr. Baltimore, MD 21207</p> <p><i>Accessible by Bus Routes: #15, 40</i></p>	<p>Saturday, June 16th 9 am – Noon</p> <p><i>Featured SAACs:</i> Edmondson Village, Allensdale, Rosemont, West Baltimore MARC Station, Harlem Park, Pappleton</p> <p>Lockerman Bundy Elementary School Gymnasium 301 North Pulaski St. Baltimore, MD 21223</p> <p><i>Accessible by Bus Routes: #23, 40, 47, 51</i></p>
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RL-80-04-044-00372-00-120501




Ayuda a Darle Forma al Tránsito Futuro de Baltimore en la Presentación al público de La Línea Roja

Primavera 2012

<p>Miércoles, 6 de junio De 11:00 a 14:00 h De 16:00 a 19:00 h</p> <p><i>SAAC destacados:</i> Howard Street/University Center, Inner Harbor, Harbor East, Fells Point</p> <p>Salones de acto A y B del Baltimore SMC Campus Center, Universidad de Maryland 621 W. Lombard St. Baltimore, MD 21201</p> <p><i>Accesible por recorrido de autobuses:</i> N: 7, 15, 23, 40, 47</p> <p><i>Por tren ligero: Estación University Ctr./ Baltimore St.</i></p> <p><i>Por subte: Estación Lexington Market</i></p> <p><i>Por Charm City Circulator:</i> Ruta naranja</p> <p><i>Estacionamiento accesible en Pratt St. Garage (646 W. Pratt, esquina de W. Pratt & S. Green) Diríjase al 3er piso, al lado este del garage y tome el pasillo para la entrada al salón de actos del 2do piso.</i></p>	<p>Sábado, 9 de junio De 9:00 al mediodía</p> <p><i>SAAC destacados:</i> Canton, Brewster Hill/Canton Crossing, Highlandtown/Crofton, Bayview Campus, Bayview MARC</p> <p>Cafetería de Hampstead Hill Academy 500 S. Linwood Ave. Baltimore, MD 21224</p> <p><i>Accesible por recorrido de autobuses:</i> N: 10</p>	<p>Martes, 12 de junio De 17:00 a 20:00 h</p> <p><i>SAAC destacados:</i> Centers for Medicare and Medicaid Services, Security Square, Social Security Administration, I-70 Park and Ride</p> <p>Cafetería de la Escuela Secundaria Woodlawn 1801 Woodlawn Dr. Baltimore, MD 21207</p> <p><i>Accesible por recorrido de autobuses:</i> N: 15, 40</p>	<p>Sábado, 16 de junio De 9:00 al mediodía</p> <p><i>SAAC destacados:</i> Edmondson Village, Allensdale, Rosemont, West Baltimore MARC Station, Harlem Park, Pappleton</p> <p>Gimnasio de la Escuela Primaria Lockerman Bundy 301 North Pulaski St. Baltimore, MD 21223</p> <p><i>Accesible por recorrido de autobuses:</i> N: 23, 40, 47, 51</p>
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Cada reunión brindará información sobre todo el trayecto así como también ofrecerá datos para los Comités de Asesoría del Área de Estación (SAAC) que sean específicos para el área geográfica de la presentación al público.





¡Elija la fecha y la ubicación que mejor le convenga!
¡Únase a nosotros! Las presentaciones al público de la Línea Roja brindan una oportunidad para que los miembros de la comunidad vengan todos juntos a ver los planes actuales de la Línea Roja, formulen preguntas y aprendan sobre los proyectos asociados de MTA y de la ciudad.

En la presentación al público usted podrá:

- Ver los planes actuales de la Línea Roja
- Encontrarse con representantes del Comité de Asesoría del Área de Estación
- Hablar con los especialistas de preservación histórica sobre la forma en que la Línea Roja afectará los recursos históricos (Proceso de participación pública- Sección 106)
- Recibir actualizaciones y brindar comentarios sobre los proyectos de MTA asociados que se están llevando a cabo en las Estaciones de MARC en el oeste de Baltimore y Bayview
- Recibir actualizaciones y brindar comentarios sobre el proyecto de la ciudad de Baltimore para reconstruir el Puente de la Avenida Edmondson (solo la reunión del 16 de junio)

Los lugares de reunión se encuentran accesibles para personas con discapacidades. Para solicitar servicios especiales, como un intérprete para personas con discapacidad auditiva, comuníquese al 443-451-3796 al menos una semana antes de la reunión.



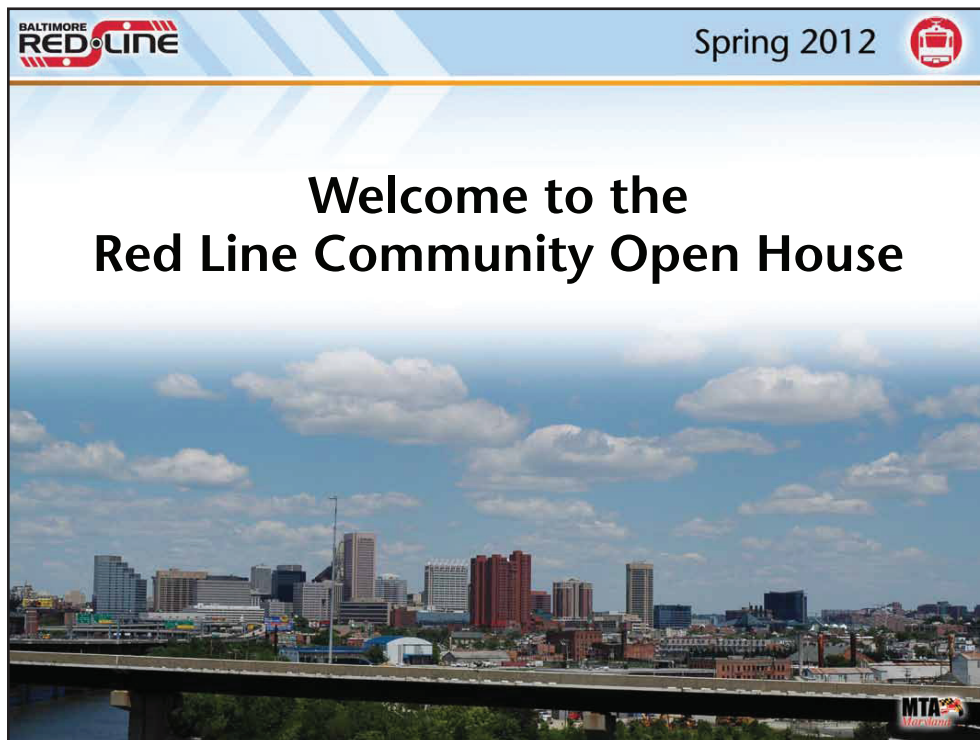



RL-80-04-044-00402-00-120514

APPENDIX C

SAAC Spring 2012 Open House Materials

Display Boards



Spring 2012

Welcome to the Red Line Community Open House

NEPA Process

- ☒ Scoping
- ☒ Alternatives Analysis
- ☒ Draft Environmental Impact Statement (DEIS)
- ☒ Final Environmental Impact Statement (FEIS)
 - Presents results of updates on the LPA
 - Addresses all comments received during the DEIS comment period (October 2008 - January 2009)
 - Describes mitigation measures (commitments) to address project impacts
 - Distributed to persons, organizations or agencies who made substantive comments on the DEIS
- ☐ Record of Decision (ROD) – issued by FTA documenting its decision on the project in early 2013

We are Here

Environmental Considerations

- No involuntary residential displacements
- Impacts from all elements of the project will be identified
- Mitigation, commitments and environmental stewardship will be determined through coordination with agencies and communities
- Community and agency outreach will continue to be an essential part of the project
- Ongoing coordination with the Maryland Historical Trust regarding effects to historic properties and archeological sites
- Specific construction impacts will be documented in the FEIS

Spring 2012

A New East-West Connection

Convenient Stations, Enhanced Mobility, Reduced Travel Times

The Red Line is a proposed 14.1-mile rail line connecting the areas of Woodlawn (Baltimore County), Edmondson Village, West Baltimore, downtown Baltimore, Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center campus in eastern Baltimore City. Through downtown and in a one-mile section near Leakin Park, the Red Line will run in new tunnels; in other areas it will operate in dedicated lanes. The Red Line will:

- Provide enhanced mobility and connecting service to Baltimore's existing transit systems—MARC commuter service, metro, light rail, and local and commuter bus routes
- Provide 19 conveniently located stations, including five new underground stations in the downtown area
- Improve east-west mobility and reduce travel times

Community-Friendly Light Rail Transit

The Red Line will be a Light Rail Transit (LRT) line, similar to the existing line from Hunt Valley to BWI Airport. LRT trains are modern streetcars, powered by overhead wires. The Red Line will feature:

- New vehicles no wider than 8 feet, 8 inches (existing trains are 9.5 feet wide)
- Low floors, allowing passengers to walk directly onto the train from the platform without climbing stairs
- Quiet operation
- Neighborhood stations are designed to be centrally located for easy pedestrian access and connectivity to bus routes

Designing with Community Participation

When designing the Red Line, the MTA talks with communities throughout the corridor to get their input and ideas. The Red Line will incorporate many features already requested including:

- Station designs that support community-centered development needs
- Environmental features like landscaping, state-of-the-art stormwater management, public art and connections to regional trails
- Safe pedestrian access around stations
- Enhanced street lighting and other security features
- No involuntary displacement of homes

Red Line Milestones

- MTA has received approval to enter Preliminary Engineering
- President Obama's Administration approved expediting the permitting and environmental review processes
- Pending funding, construction is expected to begin in 2015 and could be operating by 2021

BALTIMORE RED LINE Spring 2012

Red Line Benefits

Enhance east-west mobility

- Faster, more reliable transit service for more than 50,000 riders each day in one of the region's busiest transit corridors
- Provide a vital link to downtown jobs and entertainment
- Provide additional transportation system capacity without displacing homes
- Connect and improve access to city and county neighborhoods across the region

Improve transit system connections


- Light Rail at Howard Street Station
- Metro Subway at Inner Harbor Station
- MARC at West Baltimore Station and future Bayview Station
- Park and ride from I-70, Security Square, Brewers Hill/Canton Crossing and Bayview Stations

Support economic growth

- Provide access to job centers and educational opportunities
- Help communities grow with transit oriented development
- Create jobs through construction and operations

Improve environmental quality

- Electrically powered trains are quieter and produce less pollution than cars and buses
- Reduce run-off by removing pavement in the I-70 area



BALTIMORE RED LINE Spring 2012

Red Line Community Compact

The Red Line Community Compact represents a landmark agreement between the City of Baltimore, the Maryland Transit Administration (MTA), community stakeholders and numerous local non-profit organizations to define the success of the project in terms that will benefit the community. Following are the goals of the compact:

Putting Baltimore to Work on the Red Line

- Economic empowerment
- Workforce training and local hiring

Making the Red Line Green


- Water quality, alternative energy
- Increase green space
- Health, safety and access
- Obtain LEED silver certification for Operations & Maintenance Facility

Community-Centered Station Design and Stewardship

- Neighborhood investment
- Fostering long-term community process

Aggressively Plan and Manage Construction


- Start early, develop independent monitoring
- Support businesses
- Historic preservation



BALTIMORE RED LINE Spring 2012


Baltimore Region Rail System Plan Map

Adopted March 2002



Legend

- Rail Lines
- Existing Station
- Proposed Station
- Transfer Station
- MARC Train



BALTIMORE RED LINE Spring 2012

Engaging the Community

Bonding with Communities



- Community Liaisons build relationships, provide information and work closely with project area neighborhoods
- Station Area Advisory Committees (SAACs) enable citizens to work with the MTA on station planning and design
- Community participation in events such as Artscape, African American Heritage Festival, Falls Point Fun Festival and farmers markets
- Participate in Community Association meetings to address specific neighborhood concerns
- Sponsor social events, such as a Bowling Night in Woodlawn, and special meetings for concerned residents on Edmondson Avenue and near the I-70 area
- Citizens' Advisory Council (CAC) advises the MTA on impacts, opportunities and community concerns


Building Strong Partnerships

- Red Line Community Compact – an agreement among the communities in the Red Line corridor, Baltimore City, the MTA and other stakeholders to catalyze economic, environmental and community benefits in Red Line neighborhoods
- Red Line Summer Intern Program – a partnership created by the MTA, transportation consultant firms and Baltimore City Public Schools that engages students in the Red Line project, who live or attend school in the corridor, and exposes them to educational and career opportunities in transportation
- Baltimore Green Works (EcoFest/Baltimore Green Week) – a partnership among local businesses, organizations and individuals to provide earth-friendly and sustainable products and services
- Urbanite Design Competition – the MTA, Baltimore City Department of Transportation, Urbanite Magazine, Maryland Institute College of Art and the D+center Baltimore teamed up to sponsor the **Urbanite Project: Open City Challenge** where teams developed creative ways to benefit communities that would be disrupted by construction of the Red Line


Keeping the Public Informed

- Social media (Facebook, Twitter and YouTube) enables real-time project updates
- The Red Line website, www.balTIMOREredline.com, provides updates on new project developments, CAC and SAAC meeting minutes, videos and news clips
- Resource hubs (schools, businesses, churches, libraries, senior centers, and community centers) throughout the corridor are stocked with fliers, newsletters and other project material
- E-newsletters and E-blasts (breaking news) provide information on the website and to subscribers





Spring 2012




Station Area Advisory Committees (SAACs)

- Established by the MTA in keeping with the Red Line Community Compact
- Ongoing advisory group made up of representatives from the communities, businesses, city government and MTA
- Part of an overall Public Involvement Plan, providing a community-centered process for outreach and involvement in station design and development planning
- Developed Vision Plans during Phase I of the SAAC efforts (Fall 2010 – Summer 2011) which outlined:
 - Existing conditions
 - Strengths and weaknesses
 - Opportunities
 - Connectivity
 - Guiding principals
 - Station location
- Developed design ideas during Phase II (Fall 2011- Spring 2012) and addressed:
 - The station
 - The area around the stations
 - The area between the stations





Spring 2012




Community Liaisons


Connecting neighborhoods to the Red Line!


- Spoke to approximately 800 representatives of more than 500 community stakeholders about the Red Line in a variety of outreach events in their first year on board
- Staffed information booths at over 30 neighborhood and City events and added more than 2,000 contacts to the project email list in Summer 2011
- Increased attendance to Red Line public meetings fivefold when 500 community members attended the May 2011 Open Houses as a result of extensive canvassing and promotional efforts
- Raised awareness of the Red Line and related transit topics on Facebook and Twitter and a grew a library of informative and engaging videos
- Supported community centered station design through their work with the Station Area Advisory Committees (SAACs)

What's Next?


- Promote community feedback on the Final Environment Impact Statement
- Outreach to communities on Art in Transit Program
- Outreach to communities on construction and construction impact mitigation
- Continue to learn about communities and build relationships in the Corridor
- Grow dialogue on Facebook and Twitter
- Facilitate SAAC feedback on Red Line elements after formal SAAC process ends in June 2012





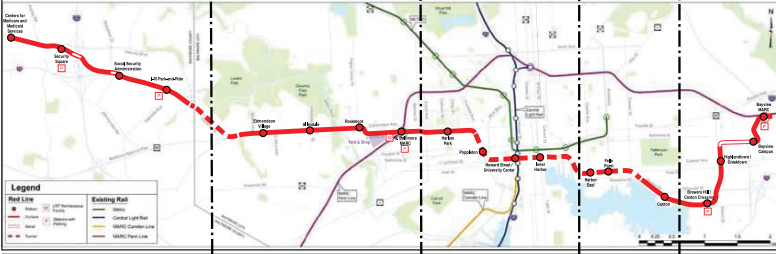


Spring 2012





Red Line Community Liaisons and Coverage Areas

COVERAGE AREA 1	COVERAGE AREA 2	COVERAGE AREA 3	COVERAGE AREA 4	COVERAGE AREA 5
Keisha Trent Community Liaison 443.691.9145 KTrent@baltimoreredline.com Crystal House Community Liaison Assistant 443.691.9147 CHouse@baltimoreredline.com	Charisse Lue Community Liaison 443.691.9140 CLue@baltimoreredline.com Crystal House Community Liaison Assistant 443.691.9147 CHouse@baltimoreredline.com	Lisa (Kramer) Alchin Community Liaison 443.691.9161 LKramer@baltimoreredline.com Roxana Beyranvand Community Liaison Assistant 443.691.9168 RBeyranvand@baltimoreredline.com	Rachel Myrowitz Community Liaison 443.691.9140 RMyrowitz@baltimoreredline.com Roxana Beyranvand Community Liaison Assistant 443.691.9168 RBeyranvand@baltimoreredline.com	John Enny Community Liaison 443.691.9163 JEnny@baltimoreredline.com Roxana Beyranvand Community Liaison Assistant 443.691.9168 RBeyranvand@baltimoreredline.com




COVERAGE AREA 1	COVERAGE AREA 2	COVERAGE AREA 3	COVERAGE AREA 4	COVERAGE AREA 5
CMS, Security Square Mall, Social Security Administration, I-70 Park and Ride	Edmondson Village, Allendale, Rosemont, West Baltimore MARC	Harlem Park, Poppleton, Howard Street / University Center, Inner Harbor	Harbor East, Falls Point, Canton	Brewer's Hill/Canton Crossing, Highlandtown/ Greektown, Bayview Campus, Bayview MARC







Spring 2012




I-70 Proposed Alternative




Follows the I-70/I-695 ramp onto westbound I-70 with a new Park-and-Ride lot location along Parallel Drive






Spring 2012

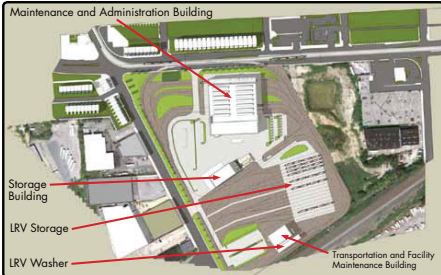


Operations and Maintenance Facility

Why Calverton Site Was Chosen


- Close to center of corridor
- Works well from an operations standpoint
- Provides adequate space (21 Acres) for required functions, i.e. maintenance vehicle parking, materials storage, etc.
- Appropriate zoning – manufacturing/business
- High portion is publicly-owned
- No residential acquisitions





Key Functions & Features

- Storage capacity for 32 light rail vehicles (LRV)
- Shop capacity for 10 vehicles
- Campus of maintenance and administration buildings
- Outdoor storage for track and rail systems materials and equipment
- Employee reporting location
- On-site employee parking






BALTIMORE RED LINE Spring 2012

FEIS/NEPA


The FEIS will document effects to resources along the corridor as a result of The Preferred Alternative and include the following elements:

- Air quality
- Anticipated permits and approvals
- Archaeological resources
- Chesapeake Bay Critical Area
- Commitment of resources
- Demographics, neighborhoods and community facilities
- Ecological resources (habitat, species, RTEs)
- Economic activities
- Environmental justice
- Habitat and forests
- Hazardous materials
- Historic properties
- Hydrology water quality (surface water groundwater/floodplains/SWM)
- Indirect and cumulative effects
- Land use zoning and public policy
- Noise and vibration
- Parks, recreation land and open spaces
- Property acquisition and displacement
- Public involvement
- Soils and geology
- Street trees
- Utilities
- Visual and aesthetic resources
- Wetlands and waters of the US

MTA Maryland



Spring 2012

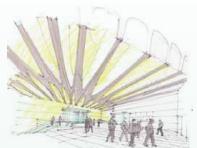


Station Design

The Baltimore Red Line is a 21st Century light rail transit system that will connect local neighborhoods and also link Baltimore to the world.

The design team looked at existing systems in Baltimore, the region and the world to understand the best practices that can be applied to the new Red Line route.

At the surface stations, the goal is to create a station and station area that is safe, secure and well lit. The canopies on the platforms provide shelter from sun and weather and create enough presence that the rider feels protected waiting for the train. The design of the canopies draws from heritage of Baltimore and is shaped and scaled to be respectful in all neighborhoods along the line.



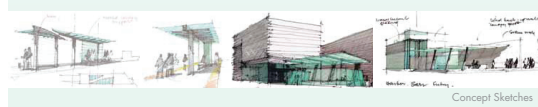
Concept Sketch of Underground Station Mezzanine

Design Goals


- 21st Century Transit
- Baltimore Heritage
- Community Integration
- Design Excellence
- Visual Marker for Neighborhood
- Day / Night Street Presence
- Open Platform
- Safe / Secure / Well Lit
- High Quality Rider Experience
- Canopy Coverage
- Passenger Amenities

The Red Line stations are connected by a palette of materials, textures and forms that orient the rider to the line they are on.


The station design is ongoing and next steps will include further integration with each station area and community.



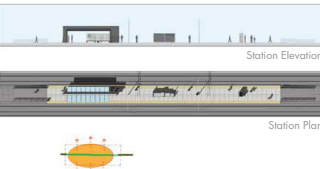
MTA



Spring 2012






Surface Station Scheme A



Station Elevation

Station Plan

TRANSCUENT PLANES


Through simple, yet sophisticated design, the vision of this canopy is to seamlessly blend within it's context along the Red Line regardless of location within Baltimore.

The use of strong vertical planes will create an identifiable presence on the platform by establishing a gateway for customers. In contrast, the canopy will appear to be a floating plane above with little support structure revealed.


By cladding the planes with lightweight translucent materials, from a distance it can appear to become one with the surroundings, but upon closer inspection it shows itself to be a more dense form.

At night, when internally lit, these translucent planes will serve as a beacon of light identifying the station. The simple form and translucent materials allow the form to bathe in light throughout and become a recognizable glow.

MTA



Spring 2012




Surface Station Scheme B



Station Elevation

Station Plan


SALES PAVILION

Drawing on the maritime heritage of the city, the pavilion uses station elements, columns and wind screens, to create sails which form the waiting areas. The two sails play off each other creating two waiting levels. Each sail is independent but is linked through the canopy above.

The curve of the wind screens and the slope of the columns help shape a more enclosed waiting area. While the glass wind screens provide maximum visibility along the platform, the opaque glass canopy provides shade and marks the circulation between sails.

The sails of the pavilion glow at night bathing the waiting area in a soft diffuse light. The LED light can be adjusted easily to mark city celebrations or events.

MTA



Spring 2012



Typical Entrance



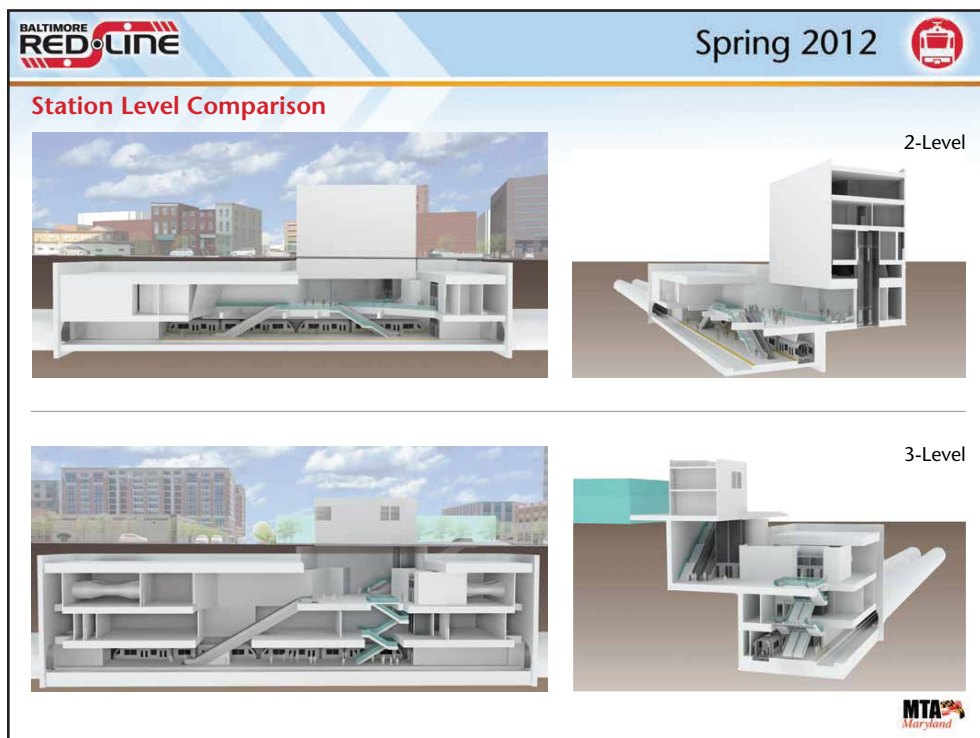
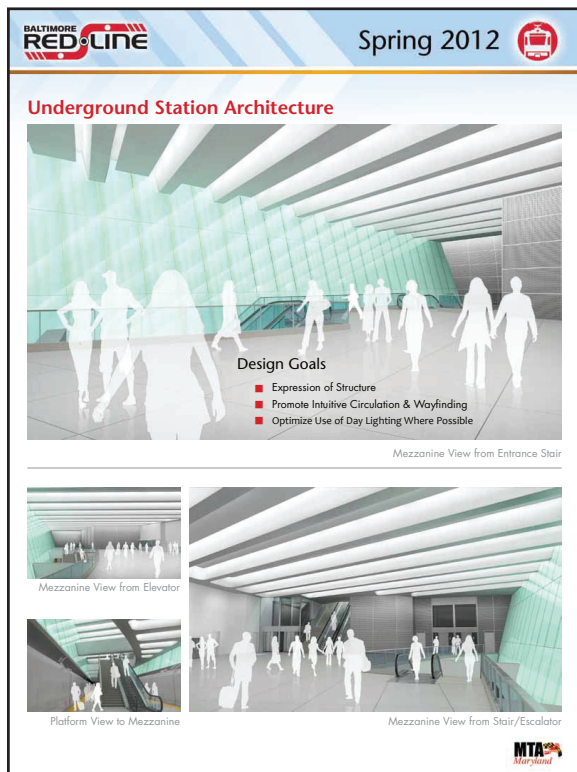
Design Goals

- Building Scaled to Fit Neighborhood
- Visually Open and Well Lit
- Entrance in Plaza to Make Strong Connections to Station Area
- Opportunities for Compatible Ground Level Uses in Ancillary Structure

Entrance and Ancillary Facility





MTA



BALTIMORE RED LINE Spring 2012

Poppleton Station #10



Key Station Features


- 2-Level Station Box
- Entrance in Plaza with Adjacent Facility Building
- Proximity to UMB Campus & BioPark Medical Research Center

Site Plan

W. Baltimore St. - North Elevation

S. Fremont Ave. - East Elevation

Howard St. / University Center Station #11



Key Station Features

- 3-Level Station Box
- Intermodal Connection to Existing Howard St. LRT, Charm City Circulator Orange Line, & MTA Buses
- Entrance in Existing Arena Parking Garage
- Proximity to Downtown Civic & Sporting Areas
- Access to UMB Campus

Site Plan


Lombard St. - North Elevation

Howard St. - East Elevation

MTA

BALTIMORE RED LINE Spring 2012

Inner Harbor Station #12 - Scheme A



Key Station Features


- 2-Level Station Box
- Entrance in Widened Sidewalk
- Intermodal Connection to Existing Charles Center Metro Subway via Pedestrian Tunnel, & MTA Buses
- Proximity to Inner Harbor

Site Plan

Lombard St. - North Elevation

Light St. - East Elevation

Inner Harbor Station #12 - Scheme B



Key Station Features

- 2-Level Station Box
- Entrance in Plaza with Adjacent Facility Building
- High Visibility Corner Location
- Intermodal Connection to Existing Charles Center Metro Subway via Pedestrian Tunnel, & MTA Buses
- Proximity to Inner Harbor

Site Plan

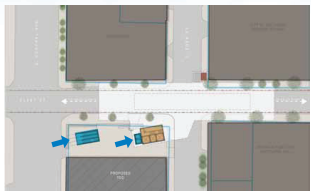
Water St. - South Elevation

Alley - West Elevation

MTA

BALTIMORE RED LINE Spring 2012

Harbor East Station #13



Key Station Features

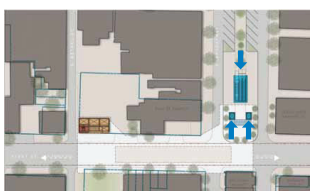
- 3-Level Station Box
- Entrance in Plaza with Adjacent Facility Structure
- Opportunity for Transit Oriented Development (TOD)
- Proximity to Harbor and Little Italy

Site Plan

Fleet St. - South Elevation

S. Central Ave. - West Elevation

Fells Point Station #14



Key Station Features

- 3-Level Station Box
- Entrance in S. Broadway St. Median with Adjacent Street Parking
- Facility Structure in Open Lot West of Entrance
- Proximity to Fells Point Entertainment Area

Site Plan

Fleet St. - North Elevation

Broadway St. - East Elevation

MTA



Spring 2012



Boston Street Portal








Boston Street View to Northwest

Boston Street View to Southeast







Spring 2012




Construction Period Considerations


- Construction duration of the Red Line is estimated to be 3-5 years
- Downtown stations will require cut and cover construction
- Tunnels will require removal of excavated material on surface roads
- Construction staging areas will be located throughout the corridor
- Traffic lanes will be reduced on Edmondson Avenue, Franklin Street, Lombard Street, Fleet Street and Boston Street
- Noise, dust and other construction related effects will be identified in the FEIS and addressed throughout design and construction








Spring 2012



Art in Transit Program



*MAKE THE LIGHT RAIL EXPERIENCE UNIQUE AND
A SOURCE OF PRIDE FOR YOUR COMMUNITY!*


What's next for artists?


- Sign up for program information
- Prepare your portfolio
- Respond to the call for artists
- Coming in the next year: calls for artists and requests for proposals

What's next for the community?


- Sign up for program information
- Volunteer to work with the artists
- Fill out a questionnaire about your community

For more information contact your Community Liaison.





Spring 2012



Workforce Development Initiative

The Red Line project offers the potential to lead to positive economic development benefits in the local project areas.

In order to tap into this potential, MTA started a Workforce Development initiative.

Goals

- Foster employment and training opportunities for local area residents
- Expand opportunities for local small (disadvantaged) businesses
- Implement the Community Compact and fulfill MTA's commitment to "put Baltimore to work on the Red Line"
- Create job opportunities in Red Line communities

Action Items

- Formulate a policy and identify potential programs for implementation
- Examine employment and training policies used in similar projects
- Examine workforce development and business enterprise support programs already in place in Maryland
- Identify successful strategies and best practices that lead to positive outcomes



The MTA anticipates having a policy and program in place before construction contracts are advertised for the major Red Line transit project.


Interested in employment with the MTA now?

The MTA employs thousands of bus operators, mechanics and other skilled tradespeople, engineers, police, administrators and executives.


For a list of current job openings:

- Visit MTA's employment webpage at <http://mta.maryland.gov/content/employment-mta>
- Visit MTA's Employment Office at 6 Saint Paul Street, 5th Floor, Baltimore, MD 21202
- Call 410-767-3860



Spring 2012





Stay connected to the project

- Visit the project website at www.balimoredredline.com
- On the website, sign up for bimonthly Red Line e-News emails for up-to-date project news
- Contact your Community Liaison at 443-451-3796
- Schedule a presentation to your community, business or civic organization by calling Tamika Gauvin at 443-451-3796
- Attend a meeting of the Red Line Citizens' Advisory Council- check the project website for meeting times and locations

Questions/Comments

Tamika Gauvin, Community Outreach Coordinator
 Maryland Transit Administration
 Transit Development & Delivery
 100 South Charles Street, Tower 2, Suite 700
 Baltimore, MD 21201

443-451-3796
 410-539-3497 TTY
tgauvin@balimoredredline.com
www.balimoredredline.com

APPENDIX D

Red Line Citizens' Advisory Council



APPENDIX D

Red Line Citizens' Advisory Council

2009 Annual Report



TITLE PAGE

I	TABLE OF CONTENTS
II	EXECUTIVE SUMMARY a summary of the report contents and conclusions
III	RED LINE PLANNING PROCESS TO-DATE A description of the development of the Red Line Project as planned by MTA
IV	MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC) An explanation of what the CAC was commissioned to do and how those requirements are being fulfilled.
V	PRELIMINARY DATA & COMMUNITY RESPONSE
VI	APPENDIX



II EXECUTIVE SUMMARY

The members of the Red Line Citizens Advisory Council (CAC) have reviewed the information available to date regarding the planning for the proposed "Red Line" and have prepared the following comments in line with the preamble and legislative requirements contained in the authorizing legislation: Baltimore Corridor Transit Study – Red Line - Requirements and Citizens' Advisory Council" (2006 HB 1309/SB873).

This report is intended to provide state and local elected officials a community view and evaluation of the Red Line planning process. In addition, this report contains responses from the public to the issues identified in the authorizing legislation, as well as suggestions for improving the planning process in the future.

Red Line CAC is grateful for the excellent support provided by the Maryland Transit Administration in the conduct of meetings and activities over the past year. The CAC also wishes to recognize the Mayor of Baltimore's ongoing support for the success of the Red Line.

In October of 2008, 60 people, including several members of the red line CAC, neighborhood activists, elected leaders, developers and government officials traveled to four cities building light rail lines (Denver, Los Angeles, Phoenix, Portland). The four transit tours were sponsored and expenses paid by the Central Maryland Transportation Alliance. These visits allowed participants to understand more about economic opportunities, transit-oriented development and construction mitigation techniques. They spoke with community activists, housing officials, neighborhood outreach leaders, government officials and people living near the light rail lines.

During the 12 months since our initial report, the CAC met monthly to review numerous topics of significance to the planning and development of the Red Line. The topics included:

- Analysis of CAC Modifications to Alternative 4C
- Baltimore City Land Bank
- CAC Role and Strategies for Working With Community Leaders
- DEIS Distribution and Public Hearing Notification
- Economic Scan
- Edmondson Avenue Traffic Capacity
- Environmental Justice
- Federal Economic Recovery Plan; Implications for Red Line
- Proposed Red Line Stations
- Report on "Transit Around the Nation" Trips
- Report on DEIS Public Hearing Attendance
- Report of CAC Alternatives Subcommittee
- Summary of DEIS Public Comments
- Selection of Locally Preferred Alternative
- Selected LPA
- Update on Red Line Project Milestones/ Schedule
- Update on State Center Transit Project and Neighborhood Alliance
- Update on Southeast Baltimore Alignment Options
- Vote on CAC Preferred Alternative (4C received a majority of the votes cast)
- Where Do We Go From Here; Subcommittee Report
- West Baltimore MARC Station Update



II EXECUTIVE SUMMARY (Continued)

At the December 2008 meeting, The CAC members voted to see which of the possible alignment alternatives they supported. The resulting vote of those in attendance indicated a majority of the CAC members supported Alternative 4C. While a minority favored Alternative 4C with modifications and several opposed 4C (See "Alternatives Subcommittee Report"). The vote taken in December 2008 was re-considered at the July 2009 meeting. While six of the 11 CAC members in attendance agreed to change the Council's December 2008 consensus vote, the rules of procedure for altering a previous decision requires 2/3rds or eight votes so the December vote was not altered.

Following the July meeting, MTA provided Council members and interested community advocates with a bus and a traffic engineer for a tour of the Red Line route.

The agenda of every Council meeting includes approximately 15 - 30 minutes for Public Comment. The dialogue during this segment of the meetings has allowed anyone interested in being heard, the opportunity to raise issues and express concerns related to the plans for the Red Line.

Before and after the DEIS was released in October 2008, a number of concerns have been expressed by individuals and organizations representing the communities in West and East Baltimore. The concerns in question relate to the plans to place the rail on the surface of Edmondson Avenue between Edmondson Village Shopping Center and Hilton Parkway and also on Boston Street in the Canton area. The primary complaints relate to loss of parking space and vehicular traffic lane capacity as well as restrictions in local residents' vehicular and pedestrian access and egress from side streets due to the barriers required to maintain safe light rail operations.

BALTIMORE RED LINE CITIZENS' ADVISORY COUNCIL MEETINGS

CAC Member Attendance

NAME	O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
Angela Bethse Spearman, Co-Chair	X	X	X	X	X	X	X	X	X	X	X	X	11/11
Dr. Rodney Orange, Co-Chair	X	X		X	X			X	X	X			7/11
Edward Cohen	X	X	X	X	X	X	X	X	X	X			11/11
Gary Cole	X	X	X	X	X	X	X	X	X	X			10/11
Sandra Conner	X	X	X		X	X	X	X	X	X			10/11
Christopher Costello	X	X	X		X	X	X	X	X	X			10/11
Dorothy Cunningham													0/11
Al Fox		X	X	X	X			X	X				7/11
Emery Hines	X	X	X	X	X	X	X	X	X	X			11/11
Robert Keith	X	X	X	X	X	X	X	X	X	X			11/11
George Monrodis	X	X	X	X	X	X	X	X	X	X			9/11
Warren Smith	X			X	X	X	X	X	X	X			9/11
Annie Williams	NA	NA	NA	NA	NA	X	X	X	X	X			6/9
	10	11	9	10	10	9	8	12	12	11			9

Public Participation (Signed In)

O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
20	30	18	31	22	9	33	14	16	53	0	14	260



MTA and Consultants Attending (Signed In)

NAME	O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
Christian Blake, MTA	X	X	X	X	X	X	X	X	X	X			9
Rev. Anthony Brown, Rosborough Communications, Inc.	X	X	X	X	X	X	X	X	X	X			9
Lorenzo Bryant, MTA	X	X	X	X	X	X	X	X	X	X			7
Stacye Francisco, MTA					X	X	X	X	X	X			2
Andoria Harmon, MTA					X	X	X	X	X	X			1
Ken Goon, RRC					X	X	X	X	X	X			5
Henry Kay, MTA	X	X	X	X	X	X	X	X	X	X			10
Jim Knighton, MTA													1
Tal Leonard, RCI	X	X	X		X	X	X	X	X	X			9
Karl Levy, RCI													1
Klaus Philipsen, ArchPlan Inc.													1
Diane Ratloff, MTA	X	X	X	X	X	X	X	X	X	X			9
Mike Rotherbecker, JMT					X	X	X	X	X	X			1
Stephanie Smith					X	X	X	X	X	X			4
Richard Stubb, RCI	X				X	X	X	X	X	X			5

Elected & Appointed Officials (Representatives) Attending (Signed In)

NAME	O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
US Senator Ben Cardin (Jerome Stephens)													1
Councilman Jim Kraft											X		1
Congressman Elijah Cummings (Madhur Bansal)				X									1
Senator George Della											X		2
Danville Dags, Red Line Coordinator	X	X	X	X	X	X	X	X	X	X	X		9
Mayor Sheila Dixon (Gloria Beck)				X									1
Paul T. Graziano, Baltimore Commissioner of Housing									X	X			2
Councilwoman Helen Holton (Calvin Anderson)	X	X	X		X			X					4
Senator Verna Jones (Evelyn Eldridge/Angela Pinder)	X	X	X	X	X	X							5
Delegate Brian McHale											X		1
Del. Maggie McIntosh, 43-Dist. (Quinn Gorman)	X												2
Council Pres. Stephanie Rawlings-Blake (Babala Lima)	X	X	X					X	X	X			6
Del. Barbara Robinson	X												1
Congressman John Sarbanes (Brigit Smith)	X	X	X										2
Del. Melvin Stukes		X	X					X					2
Councilwoman Agnes Welsh								X	X				1



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III RED LINE PLANNING PROCESS TO-DATE

A description of the development of the Red Line Project as planned by MTA

The Red Line was first identified as the Phase one priority transit project in the 2002 Baltimore Region Rail System Plan. The project began in Spring 2003 with a Notice of Intent (NOI) publicly announcing that a major capital project has been initiated and that an Environmental Impact Statement (EIS) would be prepared for the corridor study as required by NEPA. Public Scoping meetings were held to identify the conceptual alternatives and related impacts that would be later examined in the EIS, and to invite public ideas, comments and concerns.

The next phase of the project was Alternatives Analysis (AA), which continued through November 2007. Information collected during the Scoping phase was used to identify, consider, and analyze BRT and LRT modes and routes (alignments) that were reasonable, feasible, and practical from a technical and economic standpoint. The AA phase involved a continuous reduction of initial conceptual alignments and station areas to refine and retain, or eliminate, for further detailed study. A manageable number of detailed alternatives that met the project purpose and need at different investment levels were then further defined while the project termini was extended from Fells Point to Bayview with the support of the public and local agencies. Information for each alternative included mode, station locations, initial operating plans & transportation network assumptions. Throughout this phase of the project, many opportunities for public involvement were provided that included Community Working Group meetings, community workshops, public open houses, speaker bureau meetings, and neighborhood association meetings. The Red Line CAC was also formed by the State legislature to advise the MTA on community concerns.

In November 2007, Public Open House meetings were held to present the final alternatives that would be examined in detail in the Draft EIS (DEIS). The DEIS documents the comparative results of the engineering, operational and cultural, natural and socioeconomic environmental consequences of the alternatives. The DEIS was completed in September 2008 and circulated for public review as part of a 90-day Public Hearing process that provided an opportunity for citizens to offer formal testimony on the alternatives retained and the study process.

The next step in the Red Line project development process was the selection of a locally preferred alternative that would proceed into the preliminary engineering phase, with FTA approval. Further analysis including travel demand model improvements and work to optimize capital costs, and public outreach efforts to address community concerns, all consequently resulted in a more cost-effective, more competitive and supportive project for FTA New Starts funding eligibility. This work along with comments from the public hearing process ultimately facilitated a selection by Governor O'Malley on August 4, 2009 on the Red Line locally preferred alternative.

The MTA formally initiated the New Starts process in mid-August 2009. Initial New Starts project information was submitted to FTA and the remaining New Starts requirements will be sent to FTA later this year, with approval to enter preliminary engineering anticipated spring 2010.



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IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC)

An explanation of what the CAC was commissioned to do and how those requirements are being fulfilled.

The Red Line Citizens Advisory Council was established by an Act of the Maryland State Legislature and has been meeting since September 2007. The mission of the Council as codified in HB 1309 is to advise the MTA on certain major policy matters surrounding the Baltimore Corridor Transit Study- Red Line including:

1. Compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.
2. Consideration of a full range of construction alternatives, including an underground rail option.
3. Ensuring that the Red Line project:
 - a) Benefits the communities through which it will travel;
 - b) uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor;
 - c) is planned to maximize the likelihood that federal funding will be obtained for the project;
 - d) includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives;
 - e) favors alignments that produce the least negative community impacts practicable; and
 - f) places a priority on maintaining the study schedule.

In addition, the CAC has assumed the responsibility to enhance communication of information to communities regarding the planning, engineering, and construction process.

During the past year, the CAC has met on a regular basis; however, starting in 2010 meetings will be held on alternate months. The CAC has established a pattern of rotating meeting locations between downtown, East and West Baltimore in an effort to make itself as accessible to the public as possible. The CAC's open meeting format provides an opportunity for public and council member input.

In order to provide more structure for its meetings, the CAC has established a subcommittee to develop bylaws. The bylaws, which provide an outline of the framework and rules under which the CAC operates, were approved by CAC (see Appendix 3). By Law, the CAC is composed of fifteen members representing business owners, residents, service providers, and workers in the Red Line transit corridor. These members were appointed by the President of the Senate, the Speaker of the House, the Governor, the Mayor of the City of Baltimore, and the County Executive of Baltimore County. Upon its establishment, MTA designated two co-chairs in the persons of Dr. Rodney Orange and Ms. Joyce Smith. Upon the resignation of Ms. Smith, and in accordance with the House Bill and the CAC bylaws, MTA designated a new co-chair in the person of Ms. Angela Bethea-Spearman.

Faced with the task of advising the MTA on certain policy matters regarding the Red Line Project, the CAC established an Evaluation Criteria Subcommittee to develop a set of measurement tools for each of the missions set forth by the legislature. The criteria that were developed are expected to evaluate benefits to communities and to minimize negative impacts on those communities, as well as to make sure that the Red Line planning process maximizes the likelihood that federal funding will be obtained for the project.



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IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (Continued)

Based on the SAFETEA-LU requirements for funding New Starts projects criteria, measurable outcomes will be used to review mobility improvements, environmental benefits, operating efficiencies, cost effectiveness, transit - supportive land use policies and future patterns, economic development effects and local financial commitment. In developing these criteria, the CAC subcommittee has researched DEIS processes in other parts of the country. These examples were used to develop its own criteria which may or may not overlap with the DEIS evaluation criteria. Examples of such criteria are: equity analysis, public participation and information sharing.

The Evaluation Criteria tables were approved in unanimity by the CAC, and they were made available to the public through the MTA's website. Since most of the criteria and measurement units follow the DEIS structure, the CAC has relied on MTA to provide data for input into the CAC Evaluation criteria tables. The CAC has learned that not all the data required in the Evaluation Criteria tables are available during the DEIS phase of the Red Line Project. Some of the data will become available during the subsequent phases of the project such as in the Selection of Locally Preferred Alternative, Final Design, Preliminary Engineering, etc. Also, information on properties and businesses damaged during construction will not be available until construction of the Red Line starts. It is important to note that the CAC doesn't have the technical expertise to analyze the sets of data MTA has provided. Therefore, it relies on individual judgment of Council members, as well as interpretation and explanation required from the MTA's technical team. The criteria tables and measurement units, and input of available data are presented in Section V.

Over the course of the last year, the CAC has received presentations on alternative design options, presentations from citizen and advocacy groups, presentations by individual CAC members, and presentations in response to community concerns.

Following the release of the DEIS, CAC members participated in the forums for public comment, as did many individuals and community organizations. At the end of the time allowed for public comment, the CAC reviewed the issues raised and comments offered during the public forums. This included a review of the written comments that were submitted to the MTA during the time period set aside for public comment.

Methodology

The CAC's efforts on behalf of the citizens and the legislature are separate and independent from the Maryland Transit Administration's Redline planning effort. The MTA has maintained its own separately established multi-year schedule to design, document, and construct the Red Line. Throughout the calendar year, between September 2007 and September 2009, the MTA's efforts were primarily focused on developing and submitting the Locally Preferred Alternative (LPA) to the Federal Transportation Administration (FTA) for approval.

The CAC respects the confidential nature of this submission between MTA and FTA and as a result does not have privileged access to the DEIS document. Recognizing the CAC's need for quantifiable information, the MTA has provided the CAC with statistical results underlying its DEIS submission. Since the CAC has not yet seen the MTA's data or analysis, its incorporation into this report is primarily to establish that analysis has occurred within the MTA's DEIS submission.

The CAC has provided comment areas related to each of the policy matters identified by the legislature. It is the objective of the CAC report to document matters of concern to individuals, communities, and council members so that members of the legislature learn first hand about issues and concerns of local citizens regarding the Red Line Project.



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V PRELIMINARY DATA & COMMUNITY RESPONSE

5.1.0 Mission No. 1 - Ensure that the Red Line Project provides compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.

Alignment Alternatives*	Project Compensation Criteria			Employment Opportunities Criteria	
	Residential displacements	Business & Institutional displacements	Property damaged during construction	Number of construction workers who reside within the Red Line legislative districts (city, county data)	Number of other jobs created by Red Line Project (city, county data)
1	0	NA	*	**	***
2	0	8	*	**	***
3A	0	9	*	**	***
3B	0	10	*	**	***
3C	0	9	*	**	***
3D	0	9	*	**	***
3E	0	9	*	**	***
3F	0	9	*	**	***
4A	0	9	*	**	***
4B	0	9	*	**	***
4C	0	9	*	**	***
4D	0	9	*	**	***

* See Appendix, Table S.1 for an explanation of each alternative. To view the descriptions and mapping that provides a reference for segments comprising the alternatives go to <http://www.baltimoreredline.com/pages/alignments/index.htm>


* Data will not be available until construction is ongoing.

** 2000 Census data reports that 5% of the population residing within the Red Line Corridor Study area is employed in the construction industry.

*** Data is not available. A significant number of temporary jobs would be created for the build alternatives for several years during construction. The Red Line could also result in the creation of permanent jobs to operate and maintain the system. Aside from the creation of permanent jobs, the Red Line would provide economic benefits by improving transit access and mobility for the work force and consumers within the study area.

5.1.1 Project Compensation - includes: property acquisition, business displacement and property damaged during construction.

Comments:
Name (Organization):



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.1.2 Employment opportunities related to the Red Line – includes: potential construction job creation and other job possibilities.

Comments:
Name (Organization):

5.2.0 Mission No. 2 - Ensure that the Red Line project takes into consideration of a full range of construction alternatives, including an underground rail option, as well as mode and alignments.


Alternative	Review DEIS alternatives Criteria	Review TRAC alternative + Fells Point alternative	Minimum Operable Segments
1			
2			
3A			
3B			
3C			
3D			
3E			
3F			
4A			
4B			
4C			
4D			

* See Appendix, Table 5.1 for an explanation of each alternative. To view the descriptions and mapping that provides a reference for segments comprising the alternatives go to <http://www.baltimoreredline.com/pages/alternatives.htm>

CAC members expressed concern regarding existing mta plans for a single track tunnel under Cooks Lane.

5.2.1 Review DEIS alternatives

Comments: CAC members encouraged MTA to pursue a two track tunnel under Cooks Lane.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.2.2.0 Review TRAC alternative + Fells Point alternative

Comments: Not included in the DEIS

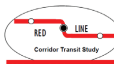
5.2.3 Minimum Operable Segments

Comments: Not included in the DEIS

5.3a.0 Mission No. 3a - Ensure that the Red Line project benefits the communities through which it will travel.

Table 5.3a Mission No. 3a

Alternative	Mobility Improvements Criteria									
	User benefits	Number of transit dependents using the project	Transit dependent user benefit per passenger mile	Share of user benefits received by transit dependents compared to share of transit dependents in the region	Travel time savings	Low-income/minority households served	Pedestrian and disabled access	Differences in transfer access	Connectivity between transit system elements	Appeal to drivers of choice
1	N/A									
2	16,532									
3A	16,598									
3B	15,498									
3C	14,958									
3D	15,383									
3E	16,649									
3F	16,532									
4A	16,598									
4B	14,148									
4C	14,148									
4D	15,383									



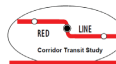
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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Alternative	Environmental Benefits Criteria	Land use/community development, economic development & access to jobs Criteria			Equity Analysis Criteria				
	Air Quality Impact (Change in VMT)	Noise	Vibration	Development potential within walking distance of station area (500m) planned development (DD)	Jobs near station	Employees within walking distance to station area	Future employees within 1/4-mile of station area (BMC Community Profile)	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ analysis)	Incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ Impact)
1	N/A								
2	-19,000								
3A	-73,000								
3B	-83,000								
3C	-126,000								
3D	-121,000								
3E	-57,000								
3F	-83,000								
4A	-51,000								
4B	-36,000								
4C	-39,000								
4D	-71,000								

5.3a.1 Mobility Improvements – includes: user benefits, the number of transit dependents using the project, transit dependent user benefit per passenger mile, benefits received by transit dependents vs. transit dependents in the Region, travel time savings, low-income/minority households served, pedestrian and disabled access, differences in transfer access, connectivity between transit system elements, and appeal to drivers of choice.

Comments: Baltimore City is planning to develop several significant projects including new homes and commercial projects as well as rehabilitating existing housing and commercial properties.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3a.2 Environmental Benefits – includes: air quality impact (Change in VMT), noise and vibration.

Comments: Information is not yet available

5.3a.3 Land use/community development, economic development & access to jobs – includes: development potential within walking distance of station area, jobs near station, employees within walking distance to station area, and future employees within 1/4-mile of station area.

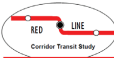
Comments: West Baltimore and the Canton areas of the proposed Red Line have expressed concerns regarding the impact on the community

5.3a.4 Equity Analysis – includes: the extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ analysis) and the incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ Impact).

Comments:

5.3b.0 Mission No. 3b - Ensure that the Red Line project uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor.

Criteria
Consultation • MTA should consult the public on major decision with regard to the study
Representativeness • The public participants should comprise a broadly representative sample of the population of the affected communities • Community planning participation
Transparency • The planning process should be transparent so that the public can see what is going on and how decisions are being made
Participation • The number of stakeholders (individuals, groups, organizations) involved Participation by local academic institutions and professional service providers in design and development



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3b.1 Consultation – includes how the MTA should consult the public on major decision with regard to the study.

Comments: Discussion with the public are ongoing.

5.3b.2 Representativeness – Public participants should comprise a broadly representative sample of the population of the affected communities and community planning participation.

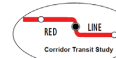
Comments: CAC has followed a policy of rotating its meetings throughout the Red Line's proposed service area. In addition, MTA has included all information regarding the meetings, including the extensive minutes and handouts on the Red Line CAC web site.

5.3b.3 Transparency – The planning process should be transparent so that the public can see what is going on and how decisions are being made.

Comments:

5.3b.4 Participation – includes: the number of stakeholders (individuals, groups, organizations) involved as well as participation by local academic institutions and professional service providers in design and development.

Comments: See the Public Comment section included in the minutes of each meeting.



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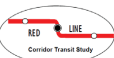
V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3c.0 Mission No. 3c – Ensure that the Red Line project is planned to maximize the likelihood that federal funding will be obtained for the project.

Alternative	Operating Efficiencies Criteria	Cost Effectiveness Criteria	Local Financial Commitment Criteria	Transit supportive land use policies and future pattern Criteria
1	N/A	N/A		
2	\$5.01	\$281		
3A	\$3.40	\$545		
3B	\$5.86	\$1,019		
3C	\$5.86	\$1,151		
3D	\$8.15	\$2,404		
3E	\$5.79	\$571		
3F	\$6.09	\$755		
4A	\$3.63	\$930		
4B	\$3.13	\$1,498		
4C	\$3.12	\$1,631		
4D	\$7.37	\$2,463		

5.3c.1 Operating Efficiencies – includes: operating & maintenance costs and capital costs.

Comments:
Name (Organization):



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3c.2 Cost Effectiveness – includes: incremental cost per hour of transportation system user benefit, local financial commitment, share of non-Section 5309 New Starts funding, stability and reliability of the proposed project's capital finance plan.

Comments:

5.3c.3 Local Financial Commitment – includes: share of non-Section 5309 New Starts funding and stability and reliability of the proposed project's capital finance plan.

Comments:

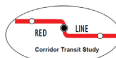
5.3c.4 Transit supportive land use policies and future pattern – includes: existing land use, transit supportive plans and policies, and performance and impacts of policies.

Comments:

5.3d.0 Mission No. 3d – Ensure that the Red Line includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives.

Criteria
Information Sharing
• MTA provide timely information on the planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project

5.3d.1 Information Sharing – includes MTA providing timely information on the planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3e.0 Mission No. 3e – Ensure that the Red Line LPA produces the least negative community impacts practicable.

Alternative	Equity Analysis Criteria	Evaluate Negative Impacts Criteria					
	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent and the incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project	Neighborhood noise	Loss of travel lanes	Neighborhood parking congestion (net gain or loss)	Visual impacts	Project construction delays	Community choice (document support or opposition to the project)
1				N/A			
2				-800			
3A				-1,159			
3B				-747			
3C				-578			
3D				-352			
3E				-1,075			
3F				-644			
4A				-1,272			
4B				-361			
4C	✓	✓	✓	-254			✓
4D				-250			

5.3e.1 Equity Analysis – includes the extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent and the incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project.

Comments:



<http://www.baltimoreredline.com/>

V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3e.2 Evaluate Negative Impacts – includes neighborhood noise, loss of travel lanes, neighborhood parking congestion (net gain or loss), visual impacts (non-quantitative), project construction delays, community choice (document support or opposition to the project).

Comments:

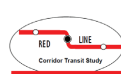
5.3f.0 Mission No. 3f - Ensure that the Red Line project places a priority on maintaining the Study schedule.

Table 5.3f Red Line Project schedule (as given by MTA)

DEIS Submission to FTA and other agencies	April 11, 2008
DEIS revised based on FTA & agency comments	July 3, 2008
FTA signature on DEIS	July 25, 2008
Begin DEIS print and distribution logistics	August 15, 2008
DEIS completed and available to the public	Summer 2008
90 day comment period	Fall & Winter 2008/9
Public Hearings	Fall & Winter 2008/9
Selection of Locally Preferred Alternative	August 2009
Next Steps - Enter the New Starts Process, Initiate Preliminary Engineering / Final EIS	Winter 2009/10
Final Design	Summer 2012
Right of Way Acquisition & Begin Construction	Fall 2012

5.3f.1 Red Line Project Schedule

Comments:



<http://www.baltimoreredline.com/>

COMMUNITY RESPONSES

There is broad support for building rail transit in Baltimore. There is negligible support for construction of bus rapid transit (BRT) in Baltimore. In general, the business community is strongly in favor of light rail in a downtown tunnel. Communities support grade-separated, rapid rail transit through their own territory, unless construction would threaten homes, it would run in the street in front of homes, or they perceive the line as a safety or security hazard. Wherever any of these three conditions exist in an alternative, there is strong community opposition to that alternative.

In the DEIS public hearings, alternative 4C had more favorable comments than other alignments, including those from Mayor Dixon and Baltimore County Executive Smith as well as business community organizations such as the Greater Baltimore Committee and the Central Maryland Transportation Alliance. However, 4C also had almost as many statements of disapproval. In addition to comments there were petitions in which over 1000 individuals signed their names opposing surface construction in various areas, mostly along Edmondson Ave and Boston St. The number of signatures in opposition to 4C was several times more than the signatures in support. There were many comments in favor of tunnel which included the statement "metro subway or no build", "tunnel or no build", or "alternative 4D or no build". When one considers opposition as well as support, alternative 4D had the highest support/opposition preference ratio and difference. BRT had the least support of all modes even though it was the mode in 6 of the 10 Build alternatives. The public was told at public meetings by City officials and MTA consultants not to express support for Metro Subway (heavy rail) because it was not on the alternatives list, and that even if they did there comments would be disregarded. Even so, about twice as much public support was expressed on the record for Metro Subway as for BRT.

Positions of various organizations between the Gwynns Falls and Central Ave. Virtually every community along the Locally Preferred Alternative (LPA) between the Gwynns Falls and Martin Luther King Jr. Blvd (MLK) supports the Red Line project. The communities between Pulaski St. and MLK were supportive of any alternative where the Red Line was fully grade-separated in the median of the US-40 depressed expressway. They were opposed to any alternative in which the line ran at street level. One community leader in this area said that the support for 4C was "more defensive in nature than enthusiastic". A number of people in support of the alternative view the Red Line as a "lottery ticket" shot at community economic improvements. The suggestion being that people may not believe that it is going to make things better, but the cost to their community is low. The issue of mode was of little consequence to this segment. The community of Rosemont has not been actively engaged in the Red Line process for several years. The Evergreen Lawn community supported the 4C alternative which is aligned along the boundary of an industrial zone in their territory. It is worth noting that all 12 Red Line alternatives offered by the MTA for public comment ran along the surface through Evergreen Lawn.

The University Center station at Lombard and Green Streets was included in the DEIS 4C but not the Locally Preferred Alternative (LPA). There may be a difference in opinion regarding service in the vicinity of the UMB campus area of downtown. There seems to be strong support for a Red Line station at UMB within the Law School; however, unresolved safety concerns at the Hospital. The difference in attitude may stem from a difference in usage time frame. The Hospital has large number of employees working round the clock shifts but the Law school does not. If the proposed underground stations in that area are uncontrolled (no turnstiles or station attendants) there would be an issue of station security late at night. Concerns expressed include exposure to criminal activity, sanitation. It is likely that an underground station without security would attract a potentially large homeless population including many who could be mentally ill people who need protection and who could threaten vulnerable passengers.



<http://www.baltimoreredline.com/>

COMMUNITY RESPONSES (Continued)

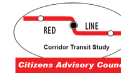
The Market Center Merchants Association supported 4C. Their position throughout the process was that they opposed any construction on the surface in Market Center. Because 4C was south of their territory, their support was also defensive. In 2006, the Maryland Retailers Association had supported study of a heavy rail transit alternative adopted by the MTA's Citizen Advisory Committee (MTA CAC) in 2003.

In general, there is very strong support from the downtown corporate community for any alternative that serves downtown in a tunnel. Most of the downtown corporate community supported 4C.

This is not the case with downtown residents. Six years ago the Mt. Vernon-Belvedere Association called for the study of heavy rail including the aforementioned MTA CAC alternative. Mt. Vernon-Belvedere has not changed its position, and is not prepared to support an alternative until a full range of alternatives has been studied. Residents in and around the CBD have not organized with a unified voice, but anecdotal reports strongly reveal a preference for tunnel. Little Italy opposes the LPA. The major concern has to do with threats to structural integrity of all buildings on the blocks between Albemarle St and Slemmer Alley, and between Pratt St and Eastern Ave. The community is also concerned with issues of station security. Neighborhood leaders have expressed a concern that they were not informed that both tubes of the tunnel would pass under historic structures built on waterfront landfill. [This information was available only in the Technical Reports but not in the main text of the DEIS.]

Since the selection of the LPA, there have been concerns expressed that the tunnel under Cooks Lane had been changed from dual track tunnel to single tube, single track tunnel for two way rail traffic. Many people have questioned why the community was not informed prior to the DEIS hearings that a single track tunnel under Cooks Lane was under consideration and have called for additional hearings on the matter. At the September CAC meeting an MTA spokesperson indicated that no additional hearings are required but suggested that MTA would explore the possibility of adding a second tunnel MTA has said that single track operations are in safe operation elsewhere; however, they have not yet done any risk analysis on the tunnels or any part of the LPA.

Some people have expressed dissatisfaction with the Red Line planning process. In addition to the issues cited above, there is also the issue of the cost-effectiveness rating of the LPA. MTA has indicated that this rating is just below the threshold ceiling set by the FTA to qualify for federal New Starts funding. While it is better than the previously reported rating for alternative 4C, MTA did not compute the cost-effectiveness for other alternatives. At this point, MTA has not released the computations for the LPA rating.



<http://www.baltimoreredline.com/>

COMMUNITY RESPONSES (Continued)

RED LINE - EAST SIDE, 2009 REPORT

Provided by Robert Keith

The Red Line Locally Preferred Alternative includes the following features in Southeast Baltimore:

- A tunnel, coming from downtown under approximately 62 residential and business properties in Little Italy, with the following features:
 - An underground station on Fleet Street at Eden Street, about a block east of Central Avenue.
 - An underground station on Fleet Street at Broadway.
 - A portal on Boston Street near the American Can company.
 - A surface station at Canton Crossing.
 - Utilization of a Norfolk Southern rail right of way to serve surface stations at Highlandtown and Bayview Medical Center.

The Neighborhood response to this plan was mixed for many reasons including:

- No station was provided for Little Italy and no effort was made to engage the neighborhood about the project. The alignment was placed under this community of small buildings in order to reach Fleet Street without getting into bedrock beneath the pilings of large buildings at Harbor East.
- At Harbor East, the developers of this mixed hotel, residential, office and shop, restaurant and theater project were disappointed that the station was located out of sight several blocks east of the project. For maximum attraction to "choice" riders they had hoped for a stop on Central Avenue, conveniently located to attract riders from both Harbor East and their future Harbor Point project which will be accessible from the foot of Central Avenue by bridge.
- In December 2008, the MTA released a study, prepared by Whitman Requardt and Associates, showing that in order to provide an underground station at Aliceanna Street, either coming in from the north or west from the harbor, the tunnel would need to go deep into bedrock to get under large buildings, thus doubling the tunneling cost and incurring large added costs to the stations at both Harbor East and Fall's Point. The idea was dropped.
- In Fall's Point, after strenuously fighting MTA plans to put the Red Line on surface streets, taking out traffic lanes and hundreds of parking spaces and creating one-way corridors, the community was relieved to see that Alternative C provided tunneling and an underground station. They were further relieved that the Locally Preferred Alternative included the tunnel and underground station, and relocated them to Fleet Street a block north of Aliceanna, a cost-neutral move which was done at community request.
- In Canton, community associations this year vehemently opposed MTA's plan to bring the Red Line to the surface at either Portal M (Aliceanna Street) or Portal N (American Can). The objections are related to car and truck traffic congestion and pedestrian safety, as well as visual impact on an historic area designated as a scenic byway with waterfront views unique to Baltimore. Either proposed portal would interfere with traffic lanes, and in some places force two lanes to merge into one, and the walls would need to be built high enough to safeguard the emerging tunnel from potential hurricane flooding.



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COMMUNITY RESPONSES (Continued)

6. In a March 12, 2009 response to the CAC Reports Subcommittee 2008 report, the MTA stated that "The major disadvantage" of extending the tunnel to Haven Street, as requested by the Canton Community Association, "is the extra cost of \$202 million and the resultant decrease in the FTA cost effective rating." A separate Whitman Requardt study issued Feb. 25, 2009, puts the extra net cost of extending the tunnel to the west side of Clinton Street, rather than to Haven Street, at \$156,855,000.



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WEST-EAST COALITION AGAINST RED LINE ALTERNATIVE 4-C

July 13, 2009

The Honorable Barbara A. Mikulski,
United States Senate
Hart Senate Office Building, Suite 503
Washington, DC 20510

The Honorable Benjamin L. Cardin,
United States Senate
Hart Senate Office Building, Suite 509
Washington, DC 20510

The Honorable Elijah E. Cummings
Seventh Congressional District
2235 Rayburn House Office Building
Washington, DC 20515

The Honorable John P. Sarbanes
Third Congressional District
426 Cannon House Office Building
Washington, DC 20515

The Honorable Martin O'Malley,
Office of the Governor
State House
Annapolis, Maryland 21401

The Honorable Sheila Dixon,
Mayor of the City of Baltimore
City Hall, Second Floor
100 North Holliday Street
Baltimore, Maryland 21202

Re: West-East Coalition Against Red Line Alternative 4-C

Dear Senators Mikulski and Cardin, Congressmen Cummings and Sarbanes, Governor O'Malley and Mayor Dixon:

This letter is written on behalf of the thousands of members of the community and religious organizations, homeowners' associations and business groups that are listed below our signatures. These organizations represent a broad-based coalition of residents and businesses on the West Side of Baltimore City and Canton on the East Side.

The Coalition strongly supports improved, intelligent and efficient mass transit for the people of Baltimore. But we are absolutely opposed to surface light rail on Edmondson Avenue and Boston Street as contemplated by the MTA's Red Line Alternative 4-C. Among the reasons for our opposition are:



<http://www.baltimoreredline.com/>

The Honorable Barbara A. Mikulski
The Honorable Benjamin L. Cardin
The Honorable Elijah E. Cummings
The Honorable John P. Sarbanes
The Honorable Martin O'Malley
The Honorable Sheila Dixon
July 13, 2009
Page 2

2. A double-tracked surface light rail system with the required portals will make these heavily-travelled residential streets even more hazardous for our children and their families than they already are.

3. Neither Edmondson Avenue nor Boston Street were ever intended to carry a double-tracked surface light rail system and they are inadequate for that purpose.

We urge you to reject the MTA's recommendation of 4-C insofar as it calls for surface light rail on Edmondson Avenue and Boston Street. The citizens of Baltimore deserve a better mass transit system than the one recommended by the MTA.

Sincerely,

Warren Smith
Warren Smith
cbeccad45@msn.com

Benjamin Rosenberg
Benjamin Rosenberg
brosenberg@rosenbergmartin.com

Ten Hills Community Association
Roguel Heights Community Association
Mulberry-Lyndhurst Community Association
Greater West Hills Community Association
Mt. Holly-Saratoga Community Association
Allendale Community Association, Inc.

Canton Community Association
Canton Cove
Canton Square
The Moorings
Anchorage Tower
Anchorage Townhomes
The Shipyard
Cambridge Walk
North Shore at Canton
St. Casimir's Church
O'Donnell Square Business Association

cc: The Honorable Lisa Gladden
The Honorable George Della
The Honorable Jill P. Carter
The Honorable Nathaniel T. Oaks
The Honorable Samuel L. ("Sandy") Rosenberg
The Honorable Brian McFale
The Honorable Pete Hammen
The Honorable Helen Holton
The Honorable James Kraft



<http://www.baltimoreredline.com/>

Rosenberg, Ben

From: Rosenberg, Ben
Sent: Wednesday, April 29, 2009 11:38 AM
To: 'letters@baltsun.com'

Neither your correspondent who characterizes as "NIMBY" the opposition to a surface light rail system on Boston Street, nor your editors who analogize the MTA's proposal to the New Orleans trolley line exhibit any understanding of the Red Line 4-C plan or its impact on existing, fully developed residential neighborhoods. Unlike mass transit systems in most major cities which are entirely underground throughout the urban areas they traverse, the 4-C plan calls for surface rail to be shoehorned into an existing narrow street grid. The trolley systems in Portland, San Jose and Phoenix were not squeezed into that type of alignment. In fact, one of the reasons why the Portland light rail has been so successful is that compatible development followed construction of the system. Canton is already fully-developed and that development is not compatible with a double-tracked rail line. A better analogy to the MTA's proposal for Canton is San Francisco, where the recent addition of light rail to the Embarcadero, an eight-lane urban boulevard, is generally regarded as a colossal mistake. It has obstructed access from San Francisco's downtown to its newly-developed waterfront and has brought greater congestion to a major urban thoroughfare - exactly the same effects the Red Line will have on Canton. Currently there is insufficient funding to build the Red Line underground for its entire planned route. But that is not a justification for building an inadequate system. The available funding should be used to properly build as much of the system as possible, with completion to await future funding availability. The debate is not about mass transit per se. Instead, it is a question of doing it in such a way that Baltimore's backbone - its neighborhoods - is not broken in the process.

Benjamin Rosenberg
Rosenberg | Martin | Greenberg, LLP
25 South Charles Street, Suite 2115
Baltimore, MD 21201-3305
410-727-6609 phone
410-727-1115 fax
www.rosenbergmartin.com



<http://www.baltimorelined.com/>

VI APPENDIX

INFORMATION FROM THE NEWS MEDIA

The following articles are available on the Red Line web site at:
<http://www.baltimoreregiontransitplan.com/media-information>

- Red Line Fever - Behind the hype and hysteria ... Baltimore City Paper, September 23, 2009
- Officials Need to Decide Which Red Line Side They're On The Baltimore Sun, August 17, 2009
- Don't Protest, Participate The Baltimore Sun, August 13, 2009
- Gov. Martin O'Malley, Annapolis The Baltimore Sun, August 6, 2009
- Canton Residents Disagree With O'Malley Over Red Line WBAL-TV, August 4, 2009
- Controversial Red Line Plans Revealed WJZ-13, August 4, 2009
- Light Rail Red Line Plan Is The Best Option The Baltimore Sun, August 4, 2009
- New Light Rail Coming To Baltimore abc2news.com, August 4, 2009
- O'Malley Backs Modified Red Line Plan The Baltimore Sun, August 4, 2009
- Red Line Foes See Red The Daily Record, August 4, 2009
- Single Track Minds The Baltimore Sun, July 21, 2009
- MTA Considers Single Track for Part of Red Line The Baltimore Sun, July 18, 2009
- Single-Track Red Line a Mistake The Baltimore Sun, July 20, 2009
- No Letup in Traffic Congestion The Baltimore Sun, July 9, 2009
- Ed Hale Speaks about Red Line WJZ-13, July 8, 2009 <http://wcp.com/seenonred.hale.red.2.1077517.html>
- Canton Residents Need the Red Line Too The Baltimore Sun, July 1, 2009
- Canton Residents Rally Against Red Line Track WBALTV.com, June 29, 2009
- Canton Residents Protest Light Rail On Boston St. WJZ-13, June 29, 2009
- Red Line, Purple Line: A dash for the cash Maryland Daily Record, June 26, 2009
- Red and Purple Line projects don't have unanimous support of neighbors Daily Record, June 26, 2009
- Red Line Reality The Baltimore Sun, April 29, 2009
- Canton Residents Oppose Transit Plan The Baltimore Sun, April 26, 2009
- Proposed law would bar MTA from taking homes, but it's probably unneeded Daily Record, 3/6, 2009
- Baltimore business community's favored Red Line route facing opposition BBJ, January 6, 2009
- Not Building Red Line Would Continue Sad Status Quo The Sun, December 15, 2008
- Community Groups Support Red Line ABC 2 News, December 11, 2008
- Dixon, Smith Endorse Route for Baltimore Red Line Associated Press/WJZ-TV, December 11, 2008
- Dixon, Smith Endorse Route for Baltimore Red Line The Examiner, December 11, 2008
- East-West Light Rail Line Gets Backing WJZ-TV, December 10, 2008
- Dixon, Smith to Back East-West Light Rail Option The Sun, December 10, 2008
- GBC calls for swift action on proposed Red Line The Daily Record, December 3, 2008
- Business leaders turn out to urge light rail Red Line The Examiner, December 3, 2008
- Red Line Has Impact on Baltimore Economy ABC2 News, December 2, 2008
- Officials Will Decide Red Line's Fate in January WJZ-TV, December 2, 2008
- Red Line backers say transit system could generate \$3.5B economic impact BBJ, December 2, 2008
- Tweets, Friends and Photos Baltimore Business Journal, November 21, 2008
- Baltimore Residents Divided Over Railway Expansion WJZ-TV, November 6, 2008
- Waiting For a Ride The Red Line Gathers Steam Baltimore City Paper, November 5, 2008
- Rally Backs the Proposed East-West Light Rail Line The Sun, October 30, 2008
- University, Health Care Leaders Back Red Line Route Baltimore Business Journal, October 29, 2008
- Red Line Meeting WMAR-TV, October 29, 2008
- Transit Coalition Throws Support Behind Red Line Tunnel Plan BBJ, October 17, 2008

25



<http://www.baltimorelined.com/>

VI APPENDIX (Continued)

- Transportation Alliance Endorses Red Line Route The Daily Record, October 17, 2008
- Finding Light Rail's Track The Sun, October 5, 2008
- GBC Urges Light Rail Over Buses for East-West Line The Sun, October 1, 2008
- GBC Urges Adoption of Red Line Plan MarketWatch, September 30, 2008
- All aboard: Green Line, Red Line, Yellow Line, Home The Sun, September 14, 2008
- New Light Rail Line Coming To Baltimore City WJZ-TV, September 12, 2008

APPENDIX D

Red Line Citizens' Advisory Council

2010 Annual Report



Red Line Citizens' Advisory Council 2010 Annual Report



Red Line Citizens' Advisory Council 2010 Annual Report Table of Contents

Section I	
• CAC History and Membership.....	Page 1
Section II	
• Executive Summary and Meeting Attendance Records.....	Pages 2-6
Section III	
• Red Line Planning Process Update.....	Pages 7-8
Section IV	
• Mission of Red Line Citizens' Advisory Council.....	Pages 9-10
Section V	
• Data and Community Response.....	Pages 11-14
Section VI	
• Review of Red Line Planning Process to Date.....	Pages 15-20
• Section VII – Community Response.....	Pages 20-23
Appendices	
• Links to CAC Meeting Minutes – October 2009-September 2010	
• Links to Media Coverage of the Red Line – October 2009 to September 2010	



Red Line Citizens' Advisory Council 2010 Annual Report

Section I CAC History and Membership



2010 ANNUAL REPORT (October 2009 – September 2010)



RED LINE CITIZENS' ADVISORY COUNCIL

The Maryland General Assembly created the Red Line Citizens' Advisory Council in 2006 (HB 1309/58873), which requires that the members of the CAC be selected by the President of the Senate, the Speaker of the House, Baltimore Mayor, Baltimore County Executive and the Governor or, at the Governor's discretion, the Maryland Transit Administrator. This statute also requires the Maryland Transit Administrator to designate two co-chairs of the Advisory Council by selecting one from a list of two names provided by the President of the Senate, and one from a list of two names provided by the Speaker of the House.

Dr. Rodney Orange, Co-Chair Executive Committee, Baltimore City Branch of the NAACP	Ms. Angela Betheea-Spearman, Co-Chair President, Uplands Community Association and Chairperson, Southwest Development Committee	Mr. Edward Cohen Transit Riders Action Council of Metropolitan Baltimore
Mr. Gary Cole Deputy Director, Baltimore City Department of Planning	Ms. Sandra E. Conner Director, Workforce Transportation and Referral, Sojourner-Douglass College	Mr. Christopher Costello Consultant Baltimore City, resident: West Gate Community
Mr. Emery Hines Senior Transportation Officer, Baltimore County Department of Public Works	Mr. Jamie Kendrick Deputy Director Baltimore City Transportation Department	Mr. George Moniodis Greektown Community Development Corporation
Mr. Warren Smith President, West Hills Association	Mr. Charles Sydnor, III Lawyer and Baltimore County resident	Ms. Annie Williams President, Harlem Park Neighborhood Council, Inc.
Mr. Martin S. (Marty) Taylor President, Cambridge Walk Community Association (Canton)	MEMBERS REPLACED IN 2010: Robert Keith (Deceased) Al Foxx (Replaced by Jamie Kendrick)	



Red Line Citizens' Advisory Council 2010 Annual Report

Section II Executive Summary and Meeting Attendance Records



2010 ANNUAL REPORT (October 2009 – September 2010)

II EXECUTIVE SUMMARY

The members of the Red Line Citizens Advisory Council (CAC) have reviewed the information provided at our meetings and otherwise available to date regarding the planning for the proposed "Red Line" and have prepared the following comments in line with the preamble and legislative requirements contained in the authorizing legislation: Baltimore Corridor Transit Study – Red Line – Requirements and Citizens' Advisory Council" (2006 HB 1309/SB673).

The enabling legislation indicated above, specified that the Council should have 15 members; however, there are two unfilled vacancies or 13 active members. The appointing authority is as follows: Five members are to be appointed by the President of the Senate, and five members are to be appointed by the Speaker of the House of Delegates. These 10 members must be business owners, residents, service providers, or workers in the Red Line corridor and are to be appointed in consultation with the members of the Baltimore City Delegation of the General Assembly that represent Legislative Districts 41, 44, and 46, and the members of the Baltimore County Delegation that represent Legislative District 10. Of the remaining five members, two are to be appointed by the Governor, or at the Governor's discretion, the Maryland Transit Administrator; two are to be appointed by the Mayor of Baltimore City to represent the Departments of Planning and Transportation; and one is to be appointed by the County Executive of Baltimore County. Members do not receive compensation. MTA is to staff the council.

This report is intended to provide state and local elected officials a community view and evaluation of the Red Line planning process. In addition, it contains responses from the public to the issues identified in the authorizing legislation, as well as suggestions for improving the planning process in the future.

Red Line CAC is grateful for the support provided by the Maryland Transit Administration in the conduct of meetings and activities over the past year. The CAC also wishes to recognize the Mayor of Baltimore's ongoing support for the success of the Red Line.

During the past year since, the Red Line Citizens' Advisory Council (CAC) met monthly during 2009 and in alternate months during 2010 in locations along the proposed Red Line alignment. As recorded in the minutes of each meeting, the topics for discussion included:

October 2009 - *Woodlawn Community Center*
Bylaw Amendments
CAC Annual Report
Project Schedule
Community Compact

November 2009 *Lockerman Bundy Elementary School*
CAC Annual Report
By-Law Amendments
• Bi-monthly meetings
• Unexcused absences
• Quorum requirement
Comparison of Alternative 4C "Locally Preferred Alternative"



2010 ANNUAL REPORT (October 2009 – September 2010)

January 2010 *Holy Rosary School*
Implications of Proposed Changes to New Starts Program
Planning for Safety and Security

March 12, 2010 *UMB BioPark Life Sciences Conference Center*
Red Line Economic Impact Study
Transit Safety and Accident Data
Station Area Planning Process
Minimum Operating Segments

May 2010 *Chadwick Elementary School*
Motion to Honor R. Keith
Motion on Frequency of CAC Meetings
Light Rail and Metro Collision Data
Station Area Advisory Committee Process
Rider ship and Capacity
Presentation of Video Simulation of West Side

July 2010 *UMB BioPark Life Sciences Conference Center*
Ridership and Capacity
Redevelopment Opportunities
State Budget and Legislative Report
Crossover in Lombard Street Tunnel

September 2010 *Johns Hopkins Bayview Medical Center*
Response to Capacity Analysis
Annual Report Planning
Station Area Planning Process

Individuals and organizations representing the communities in West and East Baltimore reiterated concerns related to the placement of rail on the surface of Edmondson Avenue between Edmondson Village Shopping Center and Hilton Parkway as well as Boston Street in the Canton area. The primary objections relate to loss of parking space and vehicular traffic lane capacity as well as restrictions in local residents' vehicular and pedestrian access and egress from side streets due to the barriers required to maintain safe light rail operations.

A significant alteration to the DEIS that occurred during the past year was the decision to add a second tube to the tunnel planned beneath Cooks Lane in West Baltimore.

The agenda of every Council meeting includes approximately 15 - 30 minutes for Public Comment. The dialogue during this segment of the meetings has allowed anyone interested in being heard, the opportunity to raise issues and express concerns related to the plans for the Red Line.





2010 ANNUAL REPORT (October 2009 – September 2010)

MEETING ATTENDANCE – CAC MEMBERS


NAME	2010							TOTAL
	OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
Dr. Rodney Orange ¹	Yes		Yes	Yes	Yes	Yes	Yes	6/7
Angela Belhe-Spearman ²	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7/7
Edward Cohen	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7/7
Gary Cole		Yes	Yes	Yes	Yes	Yes	Yes	6/7
Sandra Conner	Yes	Yes	Yes	Yes		Yes		5/7
Christopher Costello	Yes	Yes	Yes	Yes	Yes	Yes		6/7
Al Foxx (ends 7/2010)	Yes	Yes	Yes	Yes		Yes		5/7
Emory Hines			Yes	Yes	Yes	Yes	Yes	5/7
Robert Keith (died 12/2009)	Yes	Yes						2/2
Jamie Kendrick (begins 9/2010)							Yes	1/1
George Moniodis	Yes	Yes		Yes	Yes	Yes	Yes	6/7
Warren Smith	Yes	Yes		Yes	Yes	Yes	Yes	6/7
Charles Sydnor, III (begins 11/2009)		Yes		Yes	Yes	Yes	Yes	5/7
Martin Taylor (begins 5/2010)				Yes	Yes	Yes	Yes	3/3
Annie Williams		Yes		Yes	Yes	Yes	Yes	5/7
QUORUM	9/13	11/13	8/12	12/12	11/13	13/13	11/14	

¹ Co-Chair

 2010 ANNUAL REPORT (October 2009 – September 2010)								
MEETING ATTENDANCE – ELECTED OFFICIALS/REPRESENTATIVES								
NAME	2009		2010					TOTAL
	OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
Calvin Anderson (BCC Holton)	Yes		Yes					2
Gary Decker (Sarbanes)	Yes							1
Danyell Diggs (Mayor)	Yes			Yes	Yes		Yes	4
Hon. Helen Holton	Yes			Yes				2
Charles Jackson (Del. Haynes)	Yes	Yes						2
Hon. Verna Jones						Yes		1
Hon. Ruth Kirk		Yes						1
Calin McGough (BCC Young)						Yes		1
Babala Lima (BC Pres.)	Yes	Yes						2
Hon. Melvin Stukes				Yes				1
James Torrence (Sen. Jones)						Yes		1
William Welsh (BCC Welsh)	Yes							1
TOTAL	7	3	1	3	1	3	1	19


 2010 ANNUAL REPORT (October 2009 – September 2010)								
MEETING ATTENDANCE – MTA/CONSULTANTS								
NAME	2009		2010					TOTAL
	OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
Ashlie Baylor	Yes							1
Chris Blake		Yes	Yes	Yes	Yes	Yes		5
Rev. Anthony Brown	Yes			Yes	Yes	Yes	Yes	5
Lorenzo Bryant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7
Stacye Francisco	Yes							1
Ken Goon	Yes	Yes				Yes		3
Ken House			Yes					1
Henry Kay	Yes		Yes	Yes	Yes	Yes	Yes	6
Joshua Leonard					Yes	Yes		2
Tori Leonard	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7
Earl Lewis		Yes	Yes					2
Diane Ratcliff	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7
Richard Stubb		Yes						1
Dudley Whitney					Yes	Yes	Yes	3
Carl Williams				Yes				1
TOTAL	8	7	7	7	8	9	6	52

MEETING ATTENDANCE – GENERAL PUBLIC							
2009		2010					TOTAL
OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
14	20	30	14	23	18	25	144



Red Line Citizens' Advisory Council 2010 Annual Report

Section III Red Line Planning Process Update

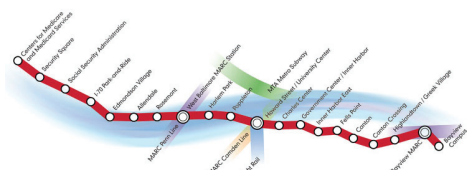

2010 ANNUAL REPORT (October 2009 – September 2010)

III RED LINE PLANNING PROCESS UPDATE
A description of the development of the Red Line Project as planned by MTA

The proposed Red Line is a 14 mile, east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus.


When constructed, the Red Line will be a Light Rail Transit (LRT) line that runs mostly as a dedicated surface transitway in the median of existing roads with tunneling under Cooks Lane, downtown and Fells Point.

In support of Governor Martin O'Malley's "Smart, Green & Growing" initiative, the Red Line should provide enhanced mobility and connecting service to Baltimore's existing transit systems - MARC commuter service, metro, light rail and local and commuter bus routes.



Red Line Schedule


Milestone	Projected Timeframe
Select Locally Preferred Alternative	August 2009
Request to Enter Preliminary Engineering	Early 2011
Preliminary Engineering/Final Environmental Impact Statement	Mid 2012
Request to Enter Final Design	Late 2012
Begin Construction	2015
Begin Review Operation	2019

 2010 ANNUAL REPORT (October 2009 – September 2010)	
Mode	Light Rail
Overall Length	Surface 9.8 miles
	Tunnel 3.9 miles (Cooks Lane; Downtown – MLK Blvd. to Boston Street)
	Aerial 0.8 miles (over I-695 and ramps; Woodlawn Drive; and over CSX freight rail yard)
Stations	Surface 15 (5 w/parking)
	Underground 5
Capital Cost	\$1.778 Billion (2009 dollars)
Average Daily Ridership in 2009	60,000
FTA Cost-Effectiveness Rating	\$22.77
Vehicles	38 LRT vehicles
Maintenance Facility	At Calverton Road bounded by Franklintown Road, Franklin Street, and Amtrak
One-Way Travel Time	Woodlawn to Bayview – 44 min.
Frequency of Service (Peak/Off Peak)	minutes / 10 minutes




Red Line Citizens' Advisory Council 2010 Annual Report

Section IV Mission of Red Line Citizens' Advisory Council

 2010 ANNUAL REPORT (October 2009 – September 2010)	
IV	MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC) An explanation of what the CAC was commissioned to do and how those requirements are being fulfilled.
<p>The Redline Citizens Advisory Council was established by an Act of the Maryland State Legislature and has been meeting since September 2007. The mission of the Council as codified in HB 1309 is to advise the MTA on certain major policy matters surrounding the Baltimore Corridor Transit Study. Red Line including:</p>	
<ol style="list-style-type: none"> 1. Compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed. 2. Consideration of a full range of construction alternatives, including an underground rail option. 3. Ensuring that the Red Line project: <ol style="list-style-type: none"> a) Benefits the communities through which it will travel; b) uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor; c) is planned to maximize the likelihood that federal funding will be obtained for the project; d) includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives; e) favors alignments that produce the least negative community impacts practicable; and f) places a priority on maintaining the Study schedule 	
<p>In addition, the CAC has assumed the responsibility to enhance communication of information to communities regarding the planning, engineering, and construction process.</p>	
<p>During the past year, the CAC has met on a monthly basis; however, starting in 2010 meetings have been scheduled in alternate months. The CAC has established a pattern of rotating meeting locations between downtown, East and West Baltimore in an effort to make itself as accessible to the public as possible. The CAC's open meeting format provides an opportunity for public and counsel member input.</p>	
<p>In order to provide more structure for its meetings, the CAC has established a subcommittee to develop bylaws. The bylaws, which provide an outline of the framework and rules under which the CAC operates, were approved by CAC (see Appendix 3). By Law, the CAC is composed of fifteen members representing business owners, residents, service providers, and workers in the Red Line transit corridor. These members were appointed by the President of the Senate, the Speaker of the House, the Governor, the Mayor of the City of Baltimore, and the County Executive of Baltimore County. Upon its establishment, MTA designated two co-chairs in the persons of Dr. Rodney Orange and Ms. Joyce Smith. Upon the resignation of Ms. Smith, and in accordance with the House Bill and the CAC bylaws, MTA designated a new co-chair in the person of Ms. Angela Bethea-Spearman.</p>	
<p>Faced with the task of advising the MTA on certain policy matters regarding the Red Line Project, the CAC established an Evaluation Criteria Subcommittee to develop a set of measurement tools for each of the missions set forth by the legislature. The criteria that were developed are expected to evaluate benefits to communities and to minimize negative impacts on those communities, as well as to make sure that the Red Line planning process maximizes the likelihood that federal funding will be obtained for the project.</p>	

9

 2010 ANNUAL REPORT (October 2009 – September 2010)	
IV	MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (Continued)
<p>Based on the SAFETEA-LU requirements for funding New Starts projects criteria, measurable outcomes will be used to review mobility improvements, environmental benefits, operating efficiencies, cost effectiveness, transit - supportive land use policies and future patterns, economic development effects and local financial commitment. In developing these criteria, the CAC subcommittee has researched DEIS processes in other parts of the country. These examples were used to develop its own criteria which may or may not overlap with the DEIS evaluation criteria. Examples of such criteria are: equity analysis, public participation and information sharing.</p>	
<p>The Evaluation Criteria tables were approved in unanimity by the CAC, and they were made available to the public through the MTA's website. Since most of the criteria and measurement units follow the DEIS structure, the CAC has relied on MTA to provide data for input into the CAC Evaluation criteria tables. The CAC has learned that not all the data required in the Evaluation Criteria tables are available during the DEIS phase of the Red Line Project. Some of the data will become available during the subsequent phases of the project such as in the Selection of Locally Preferred Alternative, Final Design, Preliminary Engineering, etc. Also, information on properties and businesses damaged during construction will not be available until construction of the Red Line starts. It is important to note that the CAC doesn't have the technical expertise to analyze the sets of data MTA has provided. Therefore, it relies on individual judgment of Counsel members, as well as interpretation and explanation required from the MTA's technical team. The criteria tables and measurement units, and input of available data are presented in Section V.</p>	
<p>Over the course of the last year, the CAC has received presentations on alternative design options, presentations from citizen and advocacy groups, presentations by individual CAC members, and presentations in response to community concerns.</p>	
<p>Methodology</p>	
<p>The CAC's efforts on behalf of the citizens and the legislature are separate and independent from the Maryland Transit Administration's Redline planning effort. The MTA has maintained its own separately established multi-year schedule to design, document, and construct the Red Line.</p>	
<p>The CAC has provided comment areas related to each of the policy matters identified by the legislature. It is the objective of the CAC report to document matters of concern to individuals, communities, and council members so that members of the legislature learn first hand about issues and concerns of local citizens regarding the Red Line Project.</p>	



Red Line Citizens’ Advisory Council 2010 Annual Report

Section V Data and Community Response



2010 ANNUAL REPORT (October 2009 – September 2010)

V DATA & COMMUNITY RESPONSE

5.1.0 Mission No. 1 - Ensure that the Red Line Project provides compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.

Alignment Alternatives*	Project Compensation Criteria			Employment Opportunities Criteria	
	Residential displacements	Business & institutional displacements	Property damaged during construction	Number of construction workers who reside within the Red Line legislative districts (city, county data)	Number of other jobs created by Red Line Project (city, county data)
4C	0	9	*	**	***

* Data will not be available until construction is ongoing.
 ** 2000 Census data reports that 5% of the population residing within the Red Line Corridor Study area is employed in the construction industry.
 *** Data is not available. A significant number of temporary jobs would be created for the build alternatives for several years during construction. The Red Line could also result in the creation of permanent jobs to operate and maintain the system. Aside from the creation of permanent jobs, the Red Line should provide economic benefits by improving transit access and mobility for the work force and consumers within the study area.

5.1.1 Project Compensation - includes: property acquisition, business displacement and property damaged during construction.
Comment: Sufficient information is not available to respond at this time.

5.1.2.0 Employment opportunities Related to the Red Line – includes potential construction job creation and other job possibilities.
Comment: If or when the federal funding for the Red Line is approved, a great deal of work will be needed to facilitate the creation of job opportunities related to the construction of the Red Line. The primary objective should be to provide job opportunities to the residents in the Red Line corridor. At some point, this effort would require the coordination of multiple state and local government organizations to identify the skills needed for the jobs to be created. The availability of persons with those skills in the area and the development of needed training to prepare potential job applicants where the necessary skills are not available.

11



2010 ANNUAL REPORT (October 2009 – September 2010)

5.2.0 Mission No. 2 - Ensure that the Red Line project takes into consideration of a full range of construction alternatives, including an underground rail option, as well as mode and alignments.

No.	Criteria	DEIS	New Starts/LPA	PE	Final Design	ROW Acquisition	Constr
1	Review DEIS alternatives						
2	Review TRAC alternative + Fells Point alternative						
3	Minimum Operable Segments						

5.3a.0 Mission No. 3a - Ensure that the Red Line project benefits the communities through which it will travel.

Mobility Improvements Criteria							
Transit User benefits	Number of transit-dependent users using the project	Transit-dependent user benefits per passenger mile	Share of user benefits received by transit-dependent users	Red Line Travel time (end-to-end) minutes	Number of Transit-Dependent Households Served by Enhanced Transit	Pedestrian and disabled access	Differences in transfer access
17,900	21,900	3.7	30%	44	14,148	*	**

* This calculation was not performed; data is not available.
 ** Data is not available.
 *** This information is not available at a corridor-level. Volume II of the DEIS identifies at a Geographic Area level, by yes or no, whether the existing pedestrian movements are affected.
 **** TBD
 ***** TBD

Table 5.3a (continued)

Environmental Benefits Criteria		Land use/community development, economic development & access to jobs Criteria			Equity Analysis Criteria		
Daily Auto VMT Change No Build	Noise	Vibration	Development potential within walking distance of station area (# of city/county planned development TOD Locations)	Jobs near station	Employees within walking distance to station area (BMC, Community Profile)	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ analysis)	Incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ impact analysis)
-39,000	*	**	5	***	NA	NA	NA

Information is not available at a corridor-level. The DEIS presents noise impacts by Geographic Area.
 ** Information is not available at a corridor-level. The DEIS presents vibration impacts by Geographic Area.
 *** Information is not available at a corridor-level. The Stations Technical Report includes the total employment (16 years and older) mile walk zone of the station.
 **** Information is not available at a corridor-level. The Stations Technical Report includes the total employment (16 years and older) by station according to the 2000 Census.
 ***** Data is only available at the corridor level.
 ***** The only measurable quantity by alternative is the number of transit-dependent households, which is already provided in row 2 under No. 1 above.
 ***** As stated, the environmental analysis in the DEIS includes 16 separate environmental evaluation criteria. This analysis is presented by alternative and by Geographic Area.



2010 ANNUAL REPORT (October 2009 – September 2010)

5.3b.0 Mission No. 3b - Ensure that the Red Line project uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor.

No.	Criteria	Source
1	Consultation	MTA will provide documentation
2	Representativeness	MTA will provide documentation
3	Transparency	MTA will provide documentation
4	Participation	MTA will provide documentation

5.3c.0 Mission No. 3c - Ensure that the Red Line project is planned to maximize the likelihood that federal funding will be obtained for the project.

No.	Criteria	LPA	PE	Final Design	ROW Acquisition	Constr
1	Operating Efficiencies					
	Operating & maintenance Costs	-1.438 M *				
	Capital costs	\$1.778 B **				
2	Cost Effectiveness					
	Incremental cost per hour of transportation system user benefit	\$22.77 **				
3	Local Financial Commitment					
	Share of non-Section 5309 New Starts funding	NA				
	Stability and reliability of the proposed project's capital finance plan	NA				
4	Transit supportive land use policies and future pattern					
	Existing land use	***				
	Transit supportive plans and policies	****				
	Performance and impacts of policies	****				

* The DEIS presents a general capital cost strategy but until a locally preferred alternative is selected a funding plan will not be developed. For the amount of funding not covered under New Starts, MDOT will use funding from the Maryland Transportation Trust Fund and may seek contributions from the city, county and the private sector.
 ** The DEIS presents a general capital cost strategy but until a locally preferred alternative is selected a funding plan will not be developed. For the amount of funding not covered under New Starts, MDOT will use funding from the Maryland Transportation Trust Fund and may seek contributions from the city, county and the private sector.
 *** In the DEIS, existing land use is presented at a study area level not by alternative.
 **** Baltimore City and Baltimore County Land Use Policies and the Red Line Study's consistency with Land Use Plans are summarized in the DEIS. These policies are at a corridor/regional level and do not vary by alternative.
 ***** Baltimore City and Baltimore County Land Use Policies and the Red Line Study's consistency with Land Use Plans are summarized in the DEIS. These policies are at a corridor/regional level and do not vary by alternative.



No.	Criteria	Source
1	<p><i>Information Sharing</i></p> <ul style="list-style-type: none"> • MTA provide timely information on the planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project 	MTA will provide documentation

Negative Community Impacts		Mitigation	
Criteria		Criteria	
Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent	Incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project	noise Loss of travel lanes Parking, congestion (net gain or loss)	Visual impacts Project construction delays Community choice (document support or opposition to the project)
NA	NA	NA	NA

5.3f.0 Mission No. 3f - Ensure that the Red Line project places a priority on maintaining the Study schedule.

Defining the study's structure.	
DEIS submission to FTA and other agencies	April 11, 2008
DEIS revised based on FTA & agency comments	July 3, 2008
FTA signature on DEIS	July 25, 2008
Begin DEIS print and distribution logistics	August 15, 2008
DEIS completed and available to the public	2008
90 day comment period	2008
Public Hearings	2008
Selection of Locally Preferred Alternative	2009
New Steps - Enter the New Starts Process and Initiate Preliminary Engineering / Final EIS Final Design	
Right of Way Acquisition & Begin Construction	



- Review of Red Line Planning Process to Date
- Section VII – Community Response



The proposed Red Line is a 12-mile, east-west transit corridor connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus. In addition, the Red Line will provide enhanced transit service to the Baltimore Convention Center, the Baltimore Convention Center East and MARC lines - while also serving major employers such as the Social Security Administration, the University of Maryland downtown campus and medical centers, and the downtown Center City District, schools, churches, parks and tourist attractions. The western portion of the Red Line study area includes the downtown area, including shopping and office districts, and the study area extends eastward through downtown and Fells Point Baltimore and includes Baltimore's historic house community planned revitalization areas in West Baltimore and the redevelopment residential and commercial areas in Inner Harbor East. Alternative modes considered include Bx Rapid Transit (BRT), Light Rail Transit (LRT), Rapid Rail, and Commuter Service on surface, and in some locations, with tunnel options. The No-Build option was also studied.

The purpose of the Red Line Corridor Transit Project is to help improve transit efficiency, transit mobility, access and connectivity in Baltimore City and Baltimore County. This project is a step in the ongoing development of a system of interconnected rapid transit lines, which will improve the quality of transit in the Baltimore region and the study corridor in a cost effective and efficient manner. The Red Line Corridor Transit Project includes the general area of Woodlawn in Baltimore County on the west, through downtown Baltimore, to the Patterson Park/Canton area to the east, a distance of 14.5 miles.

The purpose of the Red Line Corridor Transit project is to improve transportation choices for those persons living and working in the region, support ongoing and planned economic development initiatives and community revitalization, and help the region address congestion and traffic-related air quality issues. The project will connect the eastern and western communities of Baltimore City and Baltimore County with the central business district in downtown Baltimore, suburban employment centers such as the Social Security complex in Woodlawn, and new activity centers in East Baltimore. The Red Line Corridor Transit Project will be completed in a manner that avoids, minimizes, and mitigates adverse impacts on the environment and communities.

There are a number of transportation problems in the region and corridor. These problems will be used as benchmarks as alternatives are developed to measure how successfully each addresses the purpose and need of the Red Line Project.

Transit efficiency. At the present time, existing bus service in the corridor is subject to the same traffic congestion as autos, faces incident delays, and provides limited direct connections to other transit modes. There are a variety of transit travel patterns throughout the corridor; the current bus system faces the challenge of efficiently serving these sometimes conflicting and competing trips (local vs. through trips). The purpose of this project is to improve transit service efficiency in the region and along the Red Line Corridor, and provide connections to jobs and services.




Transit-dependent users in East-West Corridor:
Parts of the corridor currently face congestion with limited transit and system capacity improvement options for commuters traveling from the east or from the west into downtown. The purpose of this project is to improve transit opportunities in the east-west corridor, and better accommodate existing and future east-west travel demands. Its purpose is also to improve the effectiveness of public transportation for the transit-dependent user as well as those individuals within the corridor who choose to use transit as an option.

Transit system connectivity. Although Baltimore has a light rail system, Metro service, commuter rail, express bus and a comprehensive local bus network, better connections among the various modes and routes would enhance service to the public regionally and in the corridor. The purpose of this project is to improve system connectivity by providing a direct rapid transit connection to north-south bus and rail lines, including to MARC at the West Baltimore MARC Station, Charles Center and Shot Tower Metro Stops.

There are substantial numbers of residents along the Red Line who depend on transit for access to jobs, schools, shopping, events, healthcare and other services and cultural attractions. Major institutions and employers along the Red Line Corridor such as the Social Security Administration, the Center for Medicare and Medicaid Services, the University of Maryland at Baltimore, Baltimore City Community College, major hospitals, the downtown business district, new cultural arts venues, as well as numerous elementary, middle and high schools, all rely on an efficient transportation network that provides mobility choices.

Although development patterns are influenced by market forces and other variables, it is necessarily directly related to transit accessibility. There are currently unrealized opportunities for supporting existing and potential land use growth patterns that could benefit communities and businesses along the corridor. The Westside Renaissance, University of Maryland at Baltimore, Inner Harbor East, Fells Point, Canton and other nearby areas are currently experiencing major development and re-development and could benefit from additional transit access to realize their regional potential. Likewise, areas of West Baltimore have existing community revitalization initiatives such as the Uplands Redevelopment Area, Harlem Park and the Eastside. These areas could benefit from improved transit access and investment. Areas in suburban locations such as Westview and Security Square malls could realize additional development opportunities. Specifically at transit stops, localized development and/or redevelopment will be supported by the Red Line project.

The U.S. Environmental Protection Agency has designated the region as a moderate non-attainment area for ozone under the 8-hour standard. There are many contributors to the region's air pollution, including point sources such as power plants, "area-sources" such as automobile refinishing, bakeries, "off-road sources" such as mowing and construction equipment, and perhaps most significantly, motor vehicle emissions. The Maryland Department of Transportation is working with the U.S. Environmental Protection Agency to develop a transportation plan that will help reduce regional emissions. The plan includes measures such as promoting transit service in the corridor can help reduce regional emissions for motor vehicle sources by helping to reduce highway congestion and regional vehicle emissions. These reductions in motor vehicle emissions would help the Baltimore region to stay in consistency with state air quality plans as required by the Federal Clean Air Act and by ISTEA and TEA-21. This transit planning study is also expected to identify potential environmental stewardship opportunities to enhance and improve the region's natural environment and resources, and provide under-served communities with access to park, trail and other recreational opportunities.



2010 ANNUAL REPORT (October 2009 – September 2010)

Definition of Alternatives Retained for Detailed Study
The information collected from the public and environmental resource agencies during the Scoping phase is used to identify, consider, and analyze types of transit (modes) and routes (alignments) for both the Red Line and the Purple Line that are reasonable, feasible, and practical from a technical and economic standpoint.

The MTA held open houses in the fall 2004 to receive input on selected alternatives that will be studied in greater detail. The MTA is also required by the Federal Transit Administration to study a “no-build” alternative, which compares the proposed new transit alternatives to the option of not building a new transit project.

Preliminary alternatives are currently being developed. Once this is completed, the MTA will conduct a series of workshops and community meetings to present alternatives and receive input. Public meetings will be held in spring 2005 to receive input on which alternatives should be further studied in the DEIS.

Preliminary Engineering
Further analysis of design options, project costs, benefits and impacts.


Final Environmental Impact Statement (FEIS)
The Final Environmental Impact Statement (FEIS) identifies a preferred alternative, responds to comments received on the DEIS, shows compliance with related environmental statutes such as the National Historic Preservation Act, and identifies commitments made to mitigate impacts of the project.

Alignment Alternatives
The Red Line transit alternatives represent a wide range of operational and design approaches for both bus rapid transit (BRT) and light rail transit (LRT), as well as a wide range of costs. Ultimately, elements of any alternative could be mixed and matched with elements of other alternatives to form the preferred alternative. The map on the next page provides a reference for segments comprising the alternatives.

End-to-End Alternatives
The Red Line transit alternatives represent a wide range of operational and design approaches for both bus rapid transit (BRT) and light rail transit (LRT), as well as a wide range of costs. Ultimately, elements of any alternative could be mixed and matched with elements of other alternatives to form the preferred alternative. The map on the next page provides a reference for segments comprising the alternatives.

Alternative 1: No Build
The No-Build Alternative is the baseline against which the other alternatives are compared. It consists of the existing highway and transit network as well as planned and programmed (i.e. committed) improvements, other than the Red Line, in the region’s adopted, financially constrained long-range plan. This includes the new Route 40 express bus route recently implemented.

Alternative 2: Transportation System Management
This alternative would entail relatively low cost improvements to upgrade bus service in the Red Line Study corridor. The improvements would include some increases in existing bus service and potentially one or two new bus routes. There would be operational improvements to improve the speed and reliability of bus service but very little new construction. Construction would be limited to improved bus stops and park-and-ride facilities similar to the Build Alternatives and minor improvements at intersections to help buses move more quickly.
The core bus route alignment for Alternative 2 is depicted in the adjacent figure. It would have shared and dedicated lanes on the following alignment:



2010 ANNUAL REPORT (October 2009 – September 2010)

Alternative 3: Bus Rapid Transit (BRT)
Alternative 3 is Bus Rapid Transit (BRT). This alternative would operate at the surface or in tunnel along a combination of alignments listed below and depicted in the map to the right.


Alternative 4: Light Rail (LRT)
Alternative 4 is Light Rail Transit. This alternative would operate at the surface or in tunnel along a combination of alignments listed below and depicted in the map to the right.

Station Planning Process
The transit station is the area in which transit users get on and off the system and have their first impressions of the Red Line Corridor. Because of this, the planning of stations will be critical to the overall success of the Red Line Study.

DETERMINE the number and general location of stations
The proposed Red Line is a 10.5 mile east-west corridor that connects major employment, residential communities, other existing transit services, and tourism opportunities. This project has examined the various key areas along the corridor to ensure transit service is provided. These key areas include the following:
Social Security Administration / Woodlawn
Center for Medicare and Medicaid Services (CMS)
Residential Communities - East and West Baltimore City and County
West Baltimore Rail Station (MARC)
University Center (Medical Center and University)
Connection to existing Metro, Bus and Light Rail
Downtown Baltimore
Tourism and Stadium Events
Inner Harbor East
Fells Point and Canton
Auto Commuters using I-70 and I-495
Because each stop made by the transit vehicle adds time to the overall trip, a rapid system requires fewer stops along the entire corridor to ensure faster commuting times. The number of stations for the Red Line Corridor must be a balance between ensuring that the key areas are provided transit service and maintaining a rapid transit system.
It is anticipated that the Locally Preferred Alternative (LPA), might include 15–25 potential stations for BRT or 13–18 potential station for LRT.

DEFINE the type of station
A station type is defined based upon the purpose of that station in its particular environment. For example, a station in the Central Business District of a city would be defined as a Walk-Up Station Type, not a Station with Parking for Regional Access

Bus Rapid Transit
Bus Rapid Transit (BRT) increases bus rider ship, possibly at a lower construction cost than rail infrastructure.
Fares can be collected before boarding the bus, allowing all doors of the bus to be used for loading and speeding up service. Bus Rapid Transit is also beginning to make use of new low-floor, clean-fuel buses, although traditional diesel buses are used in some cases.



2010 ANNUAL REPORT (October 2009 – September 2010)

A key attribute of a Bus Rapid Transit system is the ability to employ express buses and feeder buses. With a BRT system, a feeder bus loops through a neighborhood or business area picking up passengers close to their point of origin. It then enters the busway via a special ramp and serves stations similar to a rail line. It can then leave the busway near its destination and circulate through local streets.

Light Rail
Light Rail Transit is an electric railway system that operates single cars or short trains along rights-of-way at ground level, on aerial structures, and in tunnels. Light Rail can also operate in the street mixed with vehicular traffic, in the median of a roadway or on a separate right-of-way. Light Rail Transit gets its power from overhead electrical lines. Maximum speeds of Light Rail trains are normally around 60 miles per hour, with the average operating speed being closer to 45 miles per hour. The actual speed largely depends on the extent to which the train is separated from cars and pedestrians.

Depending upon the specific system, the distance between Light Rail stations is shorter than with heavy rail systems due to the type of propulsion and braking systems. Fare collection is typically done at the station before boarding the train and an attendant verifies fare-purchase while the train is in motion.

Light Rail currently operates in Baltimore along the 30-mile Central Light Rail Corridor between Hunt Valley, downtown Baltimore and Glen Burnie. Spurs also serve BWI Airport and Penn Station. Light Rail has been built in several other American cities:


NEPA Process – How decisions are made
As with every significant federally funded transportation project, the National Environmental Policy Act of 1969 (NEPA) requires that an Environmental Impact Statement (EIS) be prepared for the Red and Green Line Studies. The purpose of the EIS document is to conduct a thorough and public study of potential human, cultural, and natural environmental impacts for each of the transit types (modes) and routes (alignments) under consideration.

Study Steps:
Notice of Intent
The Notice of Intent (NOI) is an announcement to the public and to interested agencies that a project is being developed and that an Environmental Impact Statement (EIS) will be prepared.

Scoping
Scoping identifies the alternatives and impacts that will be examined in the Environmental Impact Statement (EIS). An important part of this phase is to go out to the public for their ideas, comments and concerns. Scoping identifies the key resources and issues that the project needs to address.

Alternatives Analysis
The information collected during the Scoping phase will be used to identify, consider, and analyze types of transit (modes) and routes (alignments) that are reasonable, feasible, and practical from a technical and economic standpoint.

Data Environmental Impact Statement
The MTA will prepare a Draft Environmental Impact Statement (DEIS) that includes examination of the natural, cultural and socioeconomic environmental impacts of various alternatives. The DEIS will be available for public review prior to hearings.



2010 ANNUAL REPORT (October 2009 – September 2010)

Final Environmental Impact Statement (FEIS)
The Final Environmental Impact Statement (FEIS) identifies a preferred alternative, responds to comments received on the DEIS, shows compliance with related environmental statutes such as the National Historic Preservation Act, and identifies commitments made to mitigate impacts of the project.

Record of Decision
The Record of Decision (ROD) is the final step in the EIS process. The ROD is a concise report that states FTA’s determination that NEPA has been completed for the proposed project. It describes the basis for the decision, identifies alternatives that were considered and summarizes specific mitigation measures that will be incorporated into the project. With a ROD, the project may proceed into final design and construction.

Public Events/Meetings
Public meetings are an important part of our outreach efforts. Meetings will be held at major decision points such as when alternatives are selected for detailed study and when the results of those studies are nearing completion. A required public hearing will be held for comments on the Draft Environmental Impact Statement.

Citizens’ Advisory Council
In 2006, the General Assembly passed a bill (HB1309) creating the Red Line Citizens’ Advisory Council (CAC). The bill established the membership of the CAC and its role in the Red Line planning process. The CAC is responsible for advising the MTA on impacts, opportunities and community concerns about the Red Line.
The CAC has developed criteria to evaluate the Red Line’s cost effectiveness, likelihood to obtain federal funding, impact on the communities it serves and whether it provides a quality transportation option.

VII COMMUNITY RESPONSE
On behalf of: *Cambridge Walk Community Association and The Transit Riders Action Council of Metropolitan Baltimore*

During the course of the past year, a few major improvements have happened to the Red Line, most notably the restoration of a double track tunnel under Cooks Lane and the relocation of the Bayview Medical station into the hospital complex. However, many issues have been raised and almost none have been directly addressed as requested. These are issues of serious concern to communities, and we have outlined them below.

Changes to New Starts Criteria Represent a Missed Opportunity
The Federal Transit Administration (FTA) changed the standards for the New Starts program. Under the old standards, if you didn’t meet cost effectiveness, you couldn’t qualify for funds. Under the new standards, cost effectiveness is reduced from 50% to only 20% of Project Justification, and failure to achieve a “Medium” rating in cost effectiveness no longer disqualifies a project from consideration. The MTA only compared cost effectiveness between the proposed alternatives, rather than comparing their overall project justification. Further, it used cost effectiveness to dismiss other alternatives without study, including heavy rail. In our opinion, these changes mean that it would be possible to look at heavy rail alternatives for this line and that might make heavy rail more competitive than light rail.

One major new criterion is the rider benefit to transit dependent people, as opposed to overall rider benefit only. However, only a fraction of the transit dependent population in the region is served by the route, and almost none of the transit dependent riders on the east side are served. This is easily seen by looking at projected ridership from Harbor East to Canton Station and current bus ridership in this region, both of which are very small. In our opinion, this route appears to be designed to maximize cost effectiveness under the old standards.



2010 ANNUAL REPORT (October 2009 – September 2010)

The major concern has always been – “what can we get funded” rather than what is needed or who can we serve and how best to serve them. In going forward with this alignment on the east side, rather than one farther north, we believe that the LPA is now in conflict with the new standards and is therefore less likely to be funded.

This is consistent with the MTA's approach to so many things in this project – they looked at the new criteria, made no changes to the Red Line, and then moved ahead as though there had been some resolution.

Change of Baseline Year Eliminates the Possibility of Comparing Alternatives

In putting forward the Locally Preferred Alternative (LPA), permission was received from the FTA to apply year 2007 data to modeling for the LPA instead of year 2000, which had been used before. These new data make more sense to use, since in 2000 the cost of a gallon of gas was approximately \$1.50/gal., and by using the new data the LPA reaches “medium” cost effectiveness where Alternative 4C did not. However, these new data were not used in the evaluation of any of the alternatives presented for public comment nor for evaluation of alternatives that were dismissed without full comparative analysis.

Additional Changes to the LPA are Outside of What Was Considered in the Public Process

In Little Italy, the line now goes under scores of houses built over fill, in an historic district. The tunnel is approximately 45 feet below street level. At Bayview, the line was going to end at Mason Lord Drive and Lombard Street, and now goes into the medical complex. While this is clearly an enormous improvement for service at Bayview, and although it is now feasible (but likely not cost effective) for the line to continue to Dundalk in the future, we must note that these changes never went through any process involving the community. Similarly, the original extension from Patterson Park to Bayview never went through any such process.

Financing Questions are Still Unanswered

The Council requested a report of the MTA on how the Red Line would be financed. Instead, what was given was a report on the operating budget of the MTA. The MTA has still not explained how the financing would work.

Capacity and Ridership Discussions Raise Questions about the Red Line's Functionality in the Future

Following presentations from the MTA regarding capacity and ridership of the Red Line, we raised concerns that the line did not appear to have sufficient capacity for the projected ridership, and that building the Red Line might reduce the total transportation capacity of the region. The key issue is that the Red Line can only accommodate two-car trains, which have a maximum working capacity of approximately 240 people per train. By comparison, the Central Light Rail is capable of three-car trains with a train capacity of well over 500 people, and the Metro can accommodate six cars with more than 800 people per train. Additionally, because the Red Line right of way is not isolated, traffic can have a huge impact on the operation of the line. Furthermore, on the west side, Edmondson Avenue represents the only major thoroughfare into the city in the corridor, and the Red Line is planned to remove one lane of travel at peak times. Lastly, the ridership projections and modeling also assume extensive development, much of which is not currently funded, such as the Canton Crossing Project.

A series of discussions ensued with MTA officials and its engineers and they are still ongoing. Our current opinion is that all the assumptions that could be either favorable or unfavorable to the LPA have been made in a way that is favorable, but in many cases, we haven't been able to see the raw data, only statistical outputs. These types of assumptions include travel choices, traffic impacts, and future development. If one believes all the assumptions going into the model, the Red Line might have enough capacity for 2030. This includes the assumption that traffic will find a way to work around the Red Line, since the Red Line does not appear to have the capacity or speed to handle the reduction of roadway capacity caused by the elimination of lanes. The MTA's own modeling supports this, especially in West Baltimore.



2010 ANNUAL REPORT (October 2009 – September 2010)

Notably, during the morning peak period, over 2200 cars will be forced off of U.S. 40 by building the Red Line, with concomitant increases in traffic that may lead to congestion on Franklin St., I-695, I-95, and other roadways in the area. Modeling “turns” only included major roadways; the impact on side streets in affected areas might be significant. Additionally, the model did not include the effect of left turns (many of which are eliminated by building the Red Line), of trucks, or of mobility pickups, and all of these might also be significant. This omission may compromise the validity of the output of the model.

Based on our observation, the model's prediction of congestion caused by the removal of the third peak direction travel lane on Edmondson Avenue may be seriously understated. An analogous situation took place weeks after the snowstorms of February 2010. All the main roadways had been cleared of snow and ice, but the parking lanes had not been, leaving Edmondson Avenue with two functional travel lanes in each direction, as is planned with the Red Line. Congestion was severe all over Southwest. Community members reported that for weeks, it took 45 minutes to go the 0.6 miles between Hilton and Wildwood Parkways during rush hour, and that this persisted until the parking lanes were cleared.

Importantly, the MTA has not addressed build-out of the transit system plan, and we believe it is a serious possibility that the Red Line would not have enough capacity to handle additional riders generated by construction of future transit lines. The MTA declined to study this situation, and does not appear to have interest in studying anything that is not explicitly required by the FTA. The MTA claims that it should be the responsibility of the Baltimore Metropolitan Council rather than the MTA to study this issue. An observer might therefore draw the conclusion that the rail plan drawn up in 2000-2002 is no longer relevant. However, if this is true, why did we spend so much time and money to develop this plan, and how can the MTA justify its use earlier in the Red Line process to exclude alternatives from study? This could possibly be an inconsistency in the application of process to different alternatives.

Safety Issues Have Not Been Addressed

This year, instead of delivering information about safety that was requested from the MTA, including numbers of collisions and collision rates across various modes currently used in Baltimore, what was delivered was a presentation on the development of safety certification protocols and a series of statistical results without data, none of which addressed the concerns raised. Further, the safety certification protocols have not yet been developed, even though the LPA has already been selected. In our opinion, this can only mean that safety had zero input in the choice of the LPA over alternatives. Safety in the Red Line is something achieved through mitigation of hazards along the chosen route, rather than through engineering, system design, corridor selection, or modal choice. This presumes that a safe system can be built along this alignment. It is notable that absolute minimum engineering standards, below the recommended minimums, are used over large stretches of track in West Baltimore. Key issues in the communities in all surface areas of the alignment include: closeness of trains to the roadway, closeness of tracks to each other, the danger to pedestrians of platforms located in the middle of roadways, and catenary poles taking space from each sidewalk resulting in loss of walk ability in the area. Additionally, a concern was raised about how the Red Line passes under the overpass by West Baltimore MARC station on westbound trips, creating a merge where five lanes are reduced to two in close proximity to the train. This design will create congestion in the evening rush and is a safety issue, especially at night, but it was not adequately addressed.

Economic Development Claims Show Nothing but Temporary Construction Jobs

The study that was commissioned by the City has been used this year to demonstrate a large positive economic impact of the Red Line on the City of Baltimore. However, this conclusion is vacuous because the study defined a permanent job as anything lasting one year, during a 3-year construction project. It did not address any issues of economic development after the termination of construction. Any \$1.8 BILLION dollar construction project will create a series of temporary jobs, but in no way did the study show that any greater economic impact was achieved than would be realized by tearing up all the roads in the City and repaving them.



2010 ANNUAL REPORT (October 2009 – September 2010)

Security Concerns Are Raised by Unattended Underground Stations

This year, we learned that to save costs, all underground stations are planned to be both unattended and barrier-free (no turnstiles). This, coupled with the long underground connection planned at the Charles Center Station, has raised obvious concerns about security. Additionally, communities are concerned that the underground stations will become housing (and toilets) for the homeless.

Connections to Other Modes Are Poor at Certain Locations

The proposed transfer to the existing Metro line at Charles Center is approx 550 feet. This extremely long underground tunnel would be the longest in-system transfer ever built since federal transit construction funding began in the 1960s. To connect to the Bayview MARC Station, riders must walk approximately 300 yards on an isolated walkway elevated over a rail yard, again creating serious security concerns.

Station Area Advisory Committee Member Selection Process Raises Concerns

Our report from citizens involved in both Canton and the West Side is that although some of the Committees include opponents of the line, only single representatives of opposing organizations were selected. In contrast to this, multiple members were selected from groups that support the line, from development or institutional groups, and/or from among those who are new to the process and are less informed. In this way, opposing voices are vastly outnumbered, which is not representative of opinion in the communities along the line. This perceived bias is a serious concern to the communities.

To our knowledge, there are communities where there is still overwhelming opposition to the Red Line. These include Canton, Little Italy, Hunting Ridge, Roguel Heights, Allendale, Mt. Holly-Saratoga, Ten Hills and Mulberry-Lyndhurst. There is still much opposition in the Edmondson Village area, although there is also some new support.

“Bait and Switch”

During the course of this year, little that was requested from the MTA was delivered as asked, and the answer was rarely satisfactory. In almost all instances, a request was made and a presentation followed that was tangential to the question. The MTA then moved ahead as though the issues had been resolved when in fact there had been no resolution. We still don't know have adequate answers to questions about safety, capacity, financing, security, and project justification. This has created the strong impression amongst community opponents to the Red Line that the process has been predetermined and rigged to generate a specific outcome, regardless of any facts or issues raised during the process. This goes all the way back to the beginning of the Red Line planning process, when only one straw draft was considered and no submissions or public comments were permitted until after the release of that one straw draft. This pattern goes on through the choice of mode and alignment. Therefore, it is not really possible to bring opponents of the project into acceptance of the project, because few believe that the process has been fair and open. Rather, in their view it appears to be a scripted game of Three-Card Monte.



Red Line Citizens' Advisory Council 2010 Annual Report

APPENDIX

Links to CAC Meeting Minutes – October 2009-September 2010

The following CAC meeting minutes are available on the Red Line website at:

<http://www.baltimoreredline.com/citizens-advisory-council/meeting-materials/> or can be selected individually by each meeting at the following address:

October 2009 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/CAC_Mtg_Minutes_100809.pdf

November 2009 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/CAC_Mtg_Minutes_111209.pdf

January 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100114/minutes%201-14-10.pdf

March 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100311/minutes%203-11-10.pdf

May 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100513/minutes%2005-13-10.pdf

July 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100706/minutes%207-06-10.pdf

September 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100909/cac_minutes_2_010-09-09.pdf



Red Line Citizens’ Advisory Council
2010 Annual Report

APPENDIX

Links to Media Coverage of the Red Line – October 2009 to September 2010

The following articles are available on the Red Line web site at:

- County Planners Back Mixed-Use Development Near Red Line Stations - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2009/09/03_County_Planners_Back.pdf
- Red Line Could Give Johns Hopkins Bayview Campus Path to More NIH Research - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2009/11/14_Red_Line_Could_Give_Johns_Hopkins_Bayview_Campus_Path_to_More_NIH_Research.pdf
- Thoughts On Funding Transportation Projects - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2009/12/02_Thoughts_On_Funding.pdf
- Maryland Senators Note Funding for Metro in Bill - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2009/12/13_Maryland_Senators_Note.pdf
- Snow Paralysis Revealed Need for Better Transit System - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/01_Snow_Paralysis_Revealed_Need_for_Better_Transit_System.pdf
- Red Line Would Bring Almost 10,000 Jobs, Study Claims - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/07_Red_Line_Would_Bring_Almost_10_000_Jobs_Study_Claims.pdf
- Business Groups Offer for Session - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/08_Business_Groups_Offer_for_Session.pdf
- Will New Obama Transit Policy Affect Red Line? - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/11_Will_New_Obama_Transit_Policy_Affect_Red_Line.pdf
- The Feds Get It Right On Transit - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/15_The_Feds_Get_It_Right_On_Transit.pdf
- U.S. Change Could Benefit Baltimore Red Line - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/15_U_S_Change_Could_Benefit_Baltimore_Red_Line.pdf
- More Transit Lines Can Exist, Without Much Digging - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/20_More_Transit_Lines_Can_Exist_Without_Much_Digging.pdf
- Squeezing Transit Dollars - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/01/29_Squeezing_Transit_Dollars.pdf
- Taking Exception: LRT Cost is Still a Factor - It's Just Not the Only Factor - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/02/16_Taking_Exception.pdf
- Jeff's POV-Baltimore Speaks - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/02/21_Jeffs_POV-Baltimore_Speaks.pdf
- Greentown Housing Project Moves Ahead - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/02/23_Greentown_Housing_Project_Moves_Ahead.pdf
- Baltimore's Billion Dollar LRT Vision - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/02/25_Baltimore_Billion_Dollar_Vision.pdf
- Hope for the Baltimore Area - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/02/25_Hope_for_the_Baltimore_Area.pdf
- Senators Want More Study of Red, Purple Lines - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/03/21_Senators_Want_More_Study_of_Red_Purple_Lines.pdf
- House Rejects Senate Call for Red Line Restudy - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/04/01_House_Rejects_Senate_Call_for_Red_Line_Restudy.pdf
- Lawmakers Drop Call for New Red Line Study - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/04/06_Lawmakers_Drop_Call_for_New_Red_Line_Study.pdf
- Revised Red Line Plan Scraps Single Track in Favor of Double - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/04/30_Revised_Red_Line_Plan_Scraps_Single_Track_in_Favor_of_Double.pdf
- A Brighter Future for West Baltimore - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/04/30_A_Brighter_Future_for_West_Baltimore.pdf

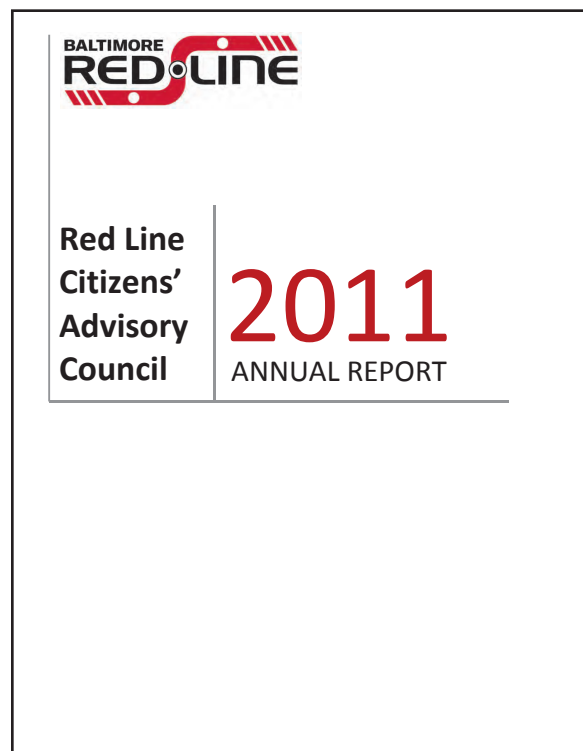


- An Upgrade for Red Line - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/05/03_An_Upgrade_Red_Line.pdf
- ACE Baltimore Awards Over \$20 Thousand in Scholarships to Local Seniors with MTA Red Line - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/06/16_ACE_Baltimore_Awards.pdf
- Ehrlich Light Rail Opposition a Mistake - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/06/18_Ehrlich_Light_Rail_Opposition_a_Mistake.pdf
- Group to Press for Red Line Jobs, Development - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/07/21_Group_to_Press_for_Red_Line_Jobs_Development.pdf
- Rally Seeks Construction Jobs for City Residents to Build Red Line - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/08/01_Rally_Seeks_Construction_Jobs_for_City_Residents_to_Build_Red_Line.pdf
- Red Line a Really Needed Economic Boost - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/08/05_Red_Line_a_Really_Needed_Economic_Boost.pdf
- The Problem With Bus Rapid Transit - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/08/20_The_Problem_With_Bus_Rapid_Transit.pdf
- The Bus vs. Rail Debate - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/08/23_Bus_Vs_Rail.pdf
- Voters Deserve Answers to Transit Questions - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/09/28_Voters_Deserve_Answers_to_Transit_Questions.pdf
- \$90 Million Proposed for New Light Rail Lines, Transit Money Stands Out in Flat Spending Plan - http://www.baltimoreonline.com/images/stories/redline_documents/media/news/2010/09/29_90_Million_Proposed_for_New_Light_Rail_Lines_Transit_Money_Stands_Out_in_Flat_Spending_Plan.pdf

APPENDIX D

Red Line Citizens' Advisory Council

2011 Annual Report



BALTIMORE RED LINE
Citizens Advisory Council

2011 ANNUAL REPORT (September 2010 – July 2011)

Table of Contents

Section I
• CAC History and Membership..... Page 3

Section II
• Executive Summary and Meeting Attendance Records Pages 5-9

Section III
• Red Line Planning Process Update..... Pages 11-12

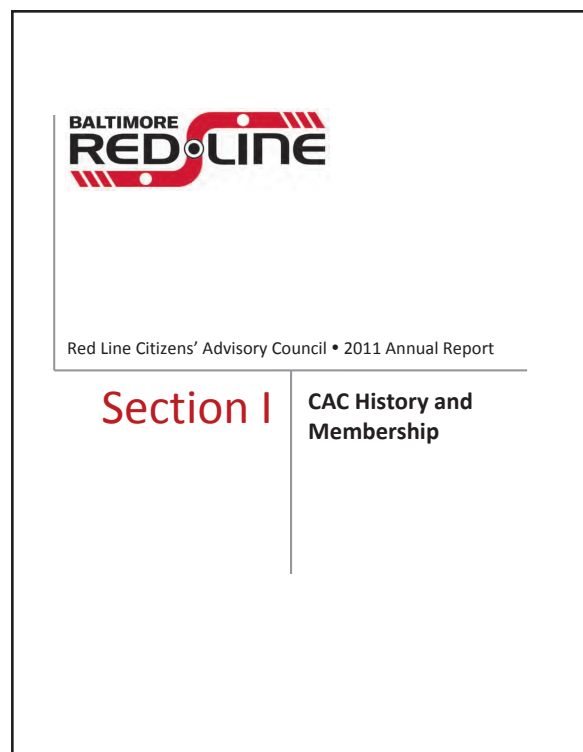
Section IV
• Mission of Red Line Citizens’ Advisory Council..... Pages 13-14

Section V
• Analysis of the Red Line Criteria Pages 15-18

Section VI
• Review of Red Line Planning Process to Date..... Pages 19-23

Section VII
• Community Response Pages 25-31

Appendices
• Appendix A – CAC Meeting Minutes – September 2010 to July 2011
• Appendix B – Media Coverage of the Red Line – September 2010 to July 2011





Red Line Citizens' Advisory Council • 2011 Annual Report

Section II

Executive Summary and Meeting Attendance Records



2011 ANNUAL REPORT (September 2010 – July 2011)

II EXECUTIVE SUMMARY

The members of the Red Line Citizens Advisory Council (CAC) have reviewed the information provided at our meetings and otherwise available to date regarding the planning for the proposed "Red Line" and have prepared the following comments in line with the preamble and legislative requirements contained in the authorizing legislation: Baltimore Corridor Transit Study – Red Line - Requirements and Citizens' Advisory Council" (2006 HB 1309/SB873).

The enabling legislation indicated above, specified that the Council should have 15 members; however, there are two unfilled vacancies or 13 active members. The appointing authority is as follows: Five members are to be appointed by the President of the Senate, and five members are to be appointed by the Speaker of the House of Delegates. These 10 members must be business owners, residents, service providers, or workers in the Red Line corridor and are to be appointed in consultation with the members of the Baltimore City Delegation of the General Assembly that represent Legislative Districts 41, 44, and 46, and the members of the Baltimore County Delegation that represent Legislative District 10. Of the remaining five members, two are to be appointed by the Governor, or at the Governor's discretion, the Maryland Transit Administrator; two are to be appointed by the Mayor of Baltimore City to represent the Departments of Planning and Transportation; and one is to be appointed by the County Executive of Baltimore County. Members do not receive compensation. MTA is to staff the council.

This report is intended to provide state and local elected officials with a community view and evaluation of the Red Line planning process. In addition, it contains responses from the public to the issues identified in the authorizing legislation, as well as suggestions for improving the planning process in the future.

Red Line CAC is grateful for the support provided by the Maryland Transit Administration in the conduct of meetings and activities over the past year. The CAC also wishes to recognize the Mayor of Baltimore's Red Line initiative and ongoing support for the success of the Red Line in the person of Danyell Diggs.

During the past year since, the Red Line Citizens' Advisory Council (CAC) met in alternate months in locations along the proposed Red Line alignment. As recorded in the minutes of each meeting, the topics for discussion included:

September 2010 *Johns Hopkins Bayview Medical Center*
 Response to Capacity Analysis by M. Taylor
 Annual Report
 Station Area Planning Process

November 4, 2010 *Edmondson-Westside High School*
 Joint Follow-Up Response to Capacity Analysis by M. Taylor
 Annual Report
 Station Area Planning Process

January 13, 2011 *UMB Bio-Park Life Sciences Conference Center*
 Follow-Up Response to Capacity Analysis by M. Taylor
 Introduction of Community Liaisons
 Status of FTA New Starts Process
 Design Options for Edmondson Avenue Segment



2011 ANNUAL REPORT (September 2010 – July 2011)

II EXECUTIVE SUMMARY (Continued)

March 11, 2011 *Holy Rosary Church*
 Red Line Economic Impact Study
 Transit Safety and Accident Data [Postponed to July]
 Station Area Planning Process
 Minimum Operating Segments

May 12, 2011 *Edmondson High School*
 CAC Vacancies
 Update on Project Outreach Activities
 Status of FTA New Starts Process
 Map Documentation of Project Impacts
 Design Options for Edmondson Avenue Segment
 CAC Committees

July 14, 2011 *UMB BioPark Life Sciences Conference Center*
 Transit Safety and Accident Data
 Proposal for CAC Committees
 Proposed Modifications to Locally Preferred Alternative
 Project Expenditures to Date
 Framework for Special Edmondson Avenue Meeting

Some of the developments of note during the past year include:

- MTA created the Community Liaison positions to support improved communication and cooperation with the communities along the Red Line corridor;
- Station Area Advisory Committees were established and have been meeting during the year;
- Federal Transit Administration approved the Red Line for Preliminary Engineering (PE);
- Several changes in alignment, elevation and station location have been suggested since the Locally Preferred Alignment (LPA) was approved.

As was the case in 2010, individuals and organizations representing the communities in East and West Baltimore have reiterated their concerns related to the placement of rail on the surface: a) Edmondson Avenue between Edmondson Village Shopping Center and Hilton Parkway; b) Boston Street in the Canton area. The primary objections relate to loss of parking space and vehicular traffic lane capacity as well as restrictions in local residents' vehicular and pedestrian access and egress from side streets due to the barriers required to maintain safe light rail operations. Concern related to whether or not there was sufficient useable space available for the Red Line at the most narrow area of Edmondson Avenue was the subject for discussion during the March and May meetings.

During the meetings between September 2010 and May 2011, each meeting agenda included 15 - 30 minutes for "Public Comment." The dialogue during this segment of the meetings allowed anyone interested in being heard the opportunity to raise issues and express concerns related to the plans for the Red Line. This was discontinued beginning with the July 2011 meeting. The reason for this change was a disruptive incident that was caused by a member of the public during the May 2011 meeting.



2011 ANNUAL REPORT (September 2010 – July 2011)

II EXECUTIVE SUMMARY (Continued)

At that meeting, a representative from the Rognel Heights neighborhood was given an opportunity to present information pertaining to an assertion that the measurements provided by MTA for the width of the right of way in a narrow area on Edmondson Avenue were inaccurate. The presentation in question did not address the issue that was approved for the agenda. It was also revealed that prior to this meeting, printed notices were distributed to residents in the Edmondson Avenue area. This notice (a copy was not provided to MTA or the CAC) contained inaccurate statements that alarmed many of the residents. Among the statements made by the Rognel Heights representative who spoke at the meeting in May was an assertion that many homes on Edmondson Avenue would be condemned using eminent domain wherein owners would be required to accept as little as \$25,000 in compensation. The representative from Rognel Heights and many of the Edmondson Avenue residents who attended the May CAC meeting behaved in a disruptive and uncooperative manner - refusal to follow the instructions of the Co-Chairs and disrespectful behavior toward members of the CAC and several of the elected officials who had asked to be heard.

MEETING ATTENDANCE - CAC MEMBERS							
NAME	SEPT. 2010	NOV. 2010	JAN. 2011	MAR. 2011	MAY 2011	JULY 2011	TOTAL
Dr. Rodney Orange ¹	Yes	Yes	Yes	Yes	Yes	Yes	6/6
Angela Beltra-Spearman ²	Yes	Yes	Yes	Yes	Yes	Yes	6/6
Edward Cohen	Yes	Yes	Yes	Yes	Yes	Yes	6/6
Gary Cole	Yes	Yes	Yes	Yes	Yes	Yes	6/6
Sandra Conner	No	Yes	Yes	Yes	Yes	Yes	5/6
Christopher Costello	No	Yes	Yes	Yes	Yes	Yes	5/6
Emory Hines	Yes	Yes	Yes	Yes	Yes	Yes	6/6
Jamie Kendrick	Yes	No	Yes	Yes	Yes	No	4/6
George Moniodis	Yes	Yes	Yes	No	Yes	Yes	5/6
Warren Smith	Yes	Yes	No	No	Yes	Yes	4/6
Charles Sydnor, III	Yes	Yes	No	Yes	Yes	Yes	5/6
Martin Taylor	Yes	Yes	Yes	Yes	No	Yes	5/6
Annie Williams	Yes	Yes	Yes	Yes	Yes	Yes	6/6
QUORUM	11/13	12/13	11/13	11/13	12/13	12/13	

¹ Co-Chair
² Co-Chair

BALTIMORE RED LINE
Citizens' Advisory Council

2011 ANNUAL REPORT (September 2010 – July 2011)

II EXECUTIVE SUMMARY (Continued)

MEETING ATTENDANCE – ELECTED OFFICIALS/REPRESENTATIVES

NAME	2010		2011					TOTAL
	SEPT.	NOV.	JAN.	MAR.	MAY	JULY		
Danyell Diggs (Mayor)	Yes							
David Fraser (Delegate Mitchell)						Yes		
Kristen Harbeson (Delegate McIntosh)						Yes		
Hon. Keith Haynes		Yes						
Hon. Helen Holton					Yes	Yes		
Hon. Nathaniel Oaks					Yes			
Bridgit Smith (Sarbanes)				Yes				
Hon. Melvin Stukes		Yes						
James Torrence (Sen. Jones)								

COMMUNITY LIAISON STAFF

NAME	2010		2011					TOTAL
	SEPT.	NOV.	JAN.	MAR.	MAY	JULY		
Roxana Beyranvand				Yes	Yes	Yes		
John Enny				Yes	Yes			
Crystal House					Yes			
Lisa Kramer				Yes	Yes			
Charisse Lue				Yes	Yes			
Rachel Myrowitz				Yes	Yes	Yes		
George Shardlow				Yes	Yes	Yes		
Keisha Trent				Yes	Yes	Yes		

BALTIMORE RED LINE
Citizens' Advisory Council

2011 ANNUAL REPORT (September 2010 – July 2011)

II EXECUTIVE SUMMARY (Continued)

MEETING ATTENDANCE – MTA/CONSULTANTS

NAME	2010		2011					TOTAL
	SEPT.	NOV.	JAN.	MAR.	MAY	JULY		
Chris Blake		Yes	Yes	Yes	Yes		4/6	
Rev. Anthony Brown						Yes	1/6	
Lorenzo Bryant	Yes	Yes	Yes	Yes	Yes	Yes	6/6	
Patrick Fleming						Yes	1/6	
Stacyle Francisco			Yes				1/6	
Tamika Gouvin		Yes	Yes		Yes	Yes	4/6	
Michael Goode		Yes					1/6	
Mark Henry			Yes				1/6	
Henry Kay	Yes	Yes	Yes	Yes	Yes	Yes	6/6	
Tori Leonard	Yes	Yes	Yes	Yes	Yes	Yes	6/6	
Sam Minniette		Yes	Yes				3/6	
Tom Mohler			Yes			Yes	2/6	
Diane Ratcliff	Yes		Yes	Yes	Yes		4/6	
Dudley Whitney	Yes						1/6	
Sgt. Bryan White (MTA Police)						Yes	1/6	
Carl Williams			Yes		Yes	Yes	3/6	

MEETING ATTENDANCE – GENERAL PUBLIC

2010		2011					TOTAL
SEPT.	NOV.	JAN.	MAR.	MAY	JULY		
25	34	32	15	150	34	290	

BALTIMORE RED LINE

Red Line Citizens’ Advisory Council • 2011 Annual Report

Section III

Red Line Planning Process Update


BALTIMORE RED LINE
Citizens' Advisory Council

2011 ANNUAL REPORT (September 2010 – July 2011)

III RED LINE PLANNING PROCESS UPDATE
A description of the development of the Red Line Project as planned by MTA


The proposed Red Line is a 14 mile, east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus.

In support of Governor Martin O'Malley's "Smart, Green & Growing" initiative, the Red Line should provide enhanced mobility and connecting service to Baltimore's existing transit systems - MARC commuter service, metro, light rail and local and commuter bus routes.



Red Line Schedule

Milestone	Projected Timeframe
Begin Preliminary Engineering	June 2011
Begin Final Design	2013-2015
Federal Funding Commitment	2015
Construction	2015-2021
Operation	2021




2011 ANNUAL REPORT

(September 2010 – July 2011)

RED LINE KEY FACTS


Mode	Light Rail	
Overall Length	14.5 miles	
Surface	9.8 miles	
Tunnel	3.9 miles (Cooks Lane & Downtown)	
Aerial	0.8 miles (over I-695 and ramps; Woodlawn Drive; and between Highlandtown/Greektown & Bayview Campus Station)	
Stations	19	
Surface	15	
Underground	4	
Capital Cost	\$1.8 Billion (2010 dollars)	
Average Daily Ridership in 2010	57,000	
FTA Cost-Effectiveness Rating	\$22.77	
Vehicles	38 LRT vehicles	
Maintenance Facility	At Calverton Road bounded by Franklinton Road, Franklin Street, and Antrak	
One-Way Travel Time	Woodlawn to Bayview – 44 min.	
Frequency of Service (Peak/Off Peak)	7 minutes / 10 minutes	



Red Line Citizens' Advisory Council • 2011 Annual Report

Section IV

Mission of Red Line Citizens' Advisory Council



2011 ANNUAL REPORT

(September 2010 – July 2011)

IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC)
 An explanation of what the CAC was commissioned to do and how those requirements are being fulfilled.

The Redline Citizens Advisory Council was established by an Act of the Maryland State Legislature and has been meeting since September 2007. The mission of the Council as codified in HB 1309 is to advise the MTA on certain major policy matters surrounding the Baltimore Corridor Transit Study- Red Line including:

1. Compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.
2. Consideration of a full range of construction alternatives, including an underground rail option.
3. Ensuring that the Red Line project:
 - a) Benefits the communities through which it will travel;
 - b) uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor;
 - c) is planned to maximize the likelihood that federal funding will be obtained for the project;
 - d) includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives;
 - e) favors alignments that produce the least negative community impacts practicable; and
 - f) places a priority on maintaining the Study schedule


In addition, the CAC has assumed the responsibility to enhance communication of information to communities regarding the planning, engineering, and construction process.

The CAC holds six meetings during the year (September, November, January, March, May and July). Meeting locations are rotated between Downtown, East and West Baltimore; including Baltimore County in an effort to make meetings more accessible to the residents along the Red Line corridor.

In order to provide more structure for its meetings, the CAC has established a subcommittee to develop bylaws. The bylaws, which provide an outline of the framework and rules under which the CAC operates, were approved by CAC (see Appendix 3). By Law, the CAC is composed of fifteen members representing business owners, residents, service providers, and workers in the Red Line transit corridor. These members were appointed by the President of the Senate, the Speaker of the House, the Governor, the Mayor of the City of Baltimore, and the County Executive of Baltimore County. Upon its establishment, MTA designated two co-chairs in the persons of Dr. Rodney Orange and Ms. Joyce Smith. Upon the resignation of Ms. Smith, and in accordance with the House Bill and the CAC bylaws, MTA designated a new co-chair in the person of Ms. Angela Bethea-Spearman.

Faced with the task of advising the MTA on certain policy matters regarding the Red Line Project, the CAC established an Evaluation Criteria Subcommittee to develop a set of measurement tools for each of the missions set forth by the legislature. The criteria that were developed are expected to evaluate benefits to communities and to minimize negative impacts on those communities, as well as to make sure that the Red Line planning process maximizes the likelihood that federal funding will be obtained for the project.

13



2011 ANNUAL REPORT

(September 2010 – July 2011)

IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (Continued)

Based on the SAFETEA-LU requirements for funding New Starts projects criteria, measurable outcomes will be used to review mobility improvements, environmental benefits, operating efficiencies, cost effectiveness, transit - supportive land use policies and future patterns, economic development effects and local financial commitment. In developing these criteria, the CAC subcommittee has researched DEIS processes in other parts of the country. These examples were used to develop its own criteria which may or may not overlap with the DEIS evaluation criteria. Examples of such criteria are: equity analysis, public participation and information sharing.

The Evaluation Criteria tables were approved in unanimity by the CAC, and they were made available to the public through the MTA's website. Since most of the criteria and measurement units follow the DEIS structure, the CAC has relied on MTA to provide data for input into the CAC Evaluation criteria tables. The CAC has learned that not all the data required in the Evaluation Criteria tables are available during the DEIS phase of the Red Line Project. Some of the data will become available during the subsequent phases of the project such as in the Selection of Locally Preferred Alternative, Final Design, Preliminary Engineering, etc. Also, information on properties and businesses damaged during construction will not be available until construction of the Red Line starts. It is important to note that the CAC doesn't have the technical expertise to analyze the sets of data MTA has provided. Therefore, it relies on individual judgment of Counsel members, as well as interpretation and explanation required from the MTA's technical team. The criteria tables and measurement units, and input of available data are presented in Section V.

Over the course of the last year, the CAC has received presentations on alternative design options, presentations from citizen and advocacy groups, presentations by individual CAC members, and presentations in response to community concerns.

Methodology

CAC efforts on behalf of the citizens and the legislature are separate and independent from the Maryland Transit Administration's Redline planning effort. The MTA has maintained its own separately established multi-year schedule to design, document, and construct the Red Line.

The CAC has provided comment areas related to each of the policy matters identified by the legislature. It is the objective of the CAC report to document matters of concern to individuals, communities, and council members so that members of the legislature learn firsthand about issues and concerns of local citizens regarding the Red Line Project.



Red Line Citizens’ Advisory Council • 2011 Annual Report

Section V Analysis of the Red Line Criteria



2011 ANNUAL REPORT (September 2010 – July 2011)

V ANALYSIS OF THE RED LINE CRITERIA

5.1.0 Mission No. 1 - Ensure that the Red Line Project provides compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.

Project Compensation Criteria			Employment Opportunities Criteria	
Residential displacements	Business & Institutional displacements	Property damaged during construction	Number of construction workers who reside within the Red Line legislative districts (city, county data)	Number of other jobs created by Red Line Project (city, county data)
0	9	*	**	***

* Data will not be available until construction is ongoing.

** 2000 Census data reports that 5% of the population residing within the Red Line Corridor Study area is employed in the construction industry.

*** Data is not available. A significant number of temporary jobs would be created for several years during construction. The Red Line could also result in the creation of permanent jobs to operate and maintain the system. Aside from the creation of permanent jobs, the Red Line should provide economic benefits by improving transit access and mobility for the work force and consumers within the study area.

5.1.1 Project Compensation - includes: property acquisition, business displacement and property damaged during construction.
Comment: Sufficient information is not available to respond at this time.

5.1.2.0 Employment opportunities Related to the Red Line - includes potential construction job creation and other job possibilities

Comment: If or when the federal funding for the Red Line is approved, a great deal of work will be needed to facilitate the creation of job opportunities related to the construction of the Red Line. The primary objective should be to provide job opportunities to the residents in the Red Line corridor. At some point, this effort would require the coordination of multiple state and local government organizations to identify the skills needed for the jobs to be created. The availability of persons with those skills in the area and the development of needed training to prepare potential job applicants where the necessary skills are not available.



2011 ANNUAL REPORT (September 2010 – July 2011)

V ANALYSIS OF THE RED LINE CRITERIA (Continued)

5.2.0 Mission No. 2 - Ensure that the Red Line project takes into consideration of a full range of construction alternatives, including an underground rail option, as well as mode and alignments.

No.	Criteria	DEIS	New Starts/LPA	PE	Final Design	ROW Acquisition	Constr
1	Review DEIS alternatives			N.A.	N.A.	N.A.	N.A.
2	Review TRAC alternative + Fells Point alternative			N.A.	N.A.	N.A.	N.A.
3	Minimum Operable Segments			N.A.	N.A.	N.A.	N.A.

5.3a.0 Mission No. 3a - Ensure that the Red Line project benefits the communities through which it will travel.

Mobility Improvements Criteria							
Transit User benefits	Number of transit dependents using the project	Transit dependent user benefit per passenger mile	Share of user benefits received by transit dependent users	Red Line travel time (end-to-end) minutes	Number of Transit-Dependent Households Served by Enhanced Transit	Pedestrian and disabled access	Connectivity between transit system elements
	17,900	21,900	3.7	30%	44	14,148	*
							**
							N.A.
							16,037

** This calculation was not performed; data is not available.

*** Data is not available. This information is not available at a corridor-level. Volume II of the DEIS identifies at a Geographic Area level, by yes or no, whether the existing pedestrian movements are affected.

Table 5.3a (continued)

Environmental Benefits Criteria			Land use/community development, economic development & access to jobs Criteria				Equity Analysis Criteria	
Daily Auto VMT Change	Noise	Vibration	Development potential within walking distance of station area (# of city/county planned development TOD Locations)	Jobs near station	Employees within walking distance to station area	Future employees within 1/4 mile of station area (BMC, Community Profile)	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ analysis)	Incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ Impact)
-39,000	*	**	5	***	NA	NA	NA	NA

Information is not available at a corridor-level. The DEIS presents noise impacts by Geographic Area.

** Information is not available at a corridor-level. The DEIS presents vibration impacts by Geographic Area.

*** Information is not available at a corridor-level. The Stations Technical Report includes the number of jobs per acre within the 1/4 mile walk zone of the station.



2011 ANNUAL REPORT (September 2010 – July 2011)


V ANALYSIS OF THE RED LINE CRITERIA (Continued)

5.3b.0 Mission No. 3b - Ensure that the Red Line project uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor.

No.	Criteria	Source
1	Consultation <input type="checkbox"/> MTA should consult the public on major decision with regard to the study	MTA will provide documentation
2	Representativeness <input type="checkbox"/> The public participants should comprise a broadly representative sample of the population of the affected communities <input type="checkbox"/> Community planning participation	MTA will provide documentation
3	Transparency <input type="checkbox"/> The planning process should be transparent so that the public can see what is going on and how decisions are being made	MTA will provide documentation
4	Participation <input type="checkbox"/> The number of stakeholders (individuals, groups, organizations) involved <input type="checkbox"/> Participation by local academic institutions and professional service providers in design and development	MTA will provide documentation

5.3c.0 Mission No. 3c - Ensure that the Red Line project is planned to maximize the likelihood that federal funding will be obtained for the project.

No.	Criteria	LPA	PE	Final Design	ROW Acquisition	Constr
1	Operating Efficiencies					
	Operating & maintenance Costs	-\$1.438 M *				
	Capital costs	\$2.2 B **				
2	Cost Effectiveness					
	Incremental cost per hour of transportation system user benefit	\$22.77 **				
3	Local Financial Commitment					
	Share of non-Section 5309 New Starts funding	NA				
	Stability and reliability of the proposed project's capital finance plan	NA				
4	Transit supportive land use policies and future pattern					
	Existing land use	N.A.				
	Transit supportive plans and policies	N.A.				
	Performance and impacts of policies	N.A.				



2011 ANNUAL REPORT

(September 2010 – July 2011)

V ANALYSIS OF THE RED LINE CRITERIA (Continued)

5.3d.0 Mission No. 3d - Ensure that the Red Line includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives.

No.	Criteria	Source
1	Information Sharing <input type="checkbox"/> MTA provide timely information on the planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project	MTA required to provide documentation*


* The requested information has not always been provided in the time requested.

5.3e.0 Mission No. 3e - Ensure that the Red Line project favors alignments that produce the least negative community impacts practicable.

No.	Criteria	New Starts/LPA	PE	Final Design	ROW Acquisition	Const
1	Equity Analysis					
	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent	N. A.				
	Incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project	N. A.				
2	Evaluate Negative Impacts					
	Neighborhood noise	N. A.				
	Loss of travel lanes	N. A.				
	Neighborhood parking congestion (net gain or loss)	N. A.				
	Visual impacts (non-quantitative)	N. A.				
	Project construction delays	N. A.				
	Community choice (document support or opposition to the project)	N. A.				

5.3f.0 Mission No. 3f - Ensure that the Red Line project places a priority on maintaining the Study schedule.

DEIS Submission to FTA and other agencies	April 11, 2008
DEIS revised based on FTA & agency comments	July 3, 2008
FTA signature on DEIS	July 25, 2008
Begin DEIS print and distribution logistics	August 15, 2008
DEIS completed and available to the public	2008
90 day comment period	2008
Public Hearings	2008
Selection of Locally Preferred Alternative	2009
Next Steps - Enter the New Starts Process and Initiate Preliminary Engineering / Final EIS	2011
Final Design	2013 - 2015
Right of Way Acquisition & Begin Construction	2016




2011 ANNUAL REPORT

(September 2010 – July 2011)

Red Line Citizens' Advisory Council • 2011 Annual Report

Section VI

Review of Red Line Planning Process to Date



2011 ANNUAL REPORT

(September 2010 – July 2011)

VI REVIEW OF RED LINE PLANNING PROCESS TO DATE

Describe the New Start Opportunity Process

The proposed Red Line is a 14.5 mile, east-west transit corridor connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus. In addition, the Red Line would provide enhanced mobility and connecting service to Baltimore's existing transit systems - Metro Subway, Central Light Rail and MARC lines - while also serving major employers such as the Social Security Administration, the University of Maryland downtown campus and medical centers, and the downtown Central Business District, schools, churches, parks and tourist attractions. The western portion of the Red Line study area consists of suburban type residential, shopping and office park land uses. The study area continues through downtown and Fells Point/Patterson Park areas and includes Baltimore row-house communities, planned revitalization areas in West Baltimore and the redeveloping residential and commercial areas in Inner Harbor East. Alternative modes considered included Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Enhanced Bus Service on surface, and in some locations, with tunnel options. A No-Build option was also included in this study.

Red Line Corridor Transit Project - Purpose and Need Statement

Context

The purpose of the Red Line Corridor Transit Project is to help improve transit efficiency, transit mobility, access and connectivity in Baltimore City and Baltimore County. This project is a step in the ongoing development of a system of interconnected rapid transit lines, which will improve the quality of transit in the Baltimore region and the study corridor in a cost effective and efficient manner. The Red Line Corridor Transit Project includes the general area of Woodlawn in Baltimore County on the west, through downtown Baltimore, to the Patterson Park/Canton area to the east, a distance of 14.5 miles.

Purpose


The purpose of the Red Line Corridor Transit project is to improve transportation choices for those persons living and working in the region, support ongoing and planned economic development initiatives and community revitalization, and help the region address congestion and traffic-related air quality issues. The project will connect the eastern and western communities of Baltimore City and Baltimore County with the central business district in downtown Baltimore, suburban employment centers such as the Social Security complex in Woodlawn, and new activity centers in East Baltimore. The Red Line Corridor Transit Project will be completed in a manner that avoids, minimizes, and mitigates adverse impacts on the environment and communities.

Need

There are a number of transportation problems in the region and corridor. These problems will be used as benchmarks as alternatives are developed to measure how successfully each addresses the purpose and need of the Red Line Project.

Transit Efficiency:

At the present time, existing bus service in the corridor is subject to the same traffic congestion as autos, faces incident delays, and provides limited direct connections to other transit modes. There are a variety of transit travel patterns throughout the corridor: the current bus system faces the challenge of efficiently serving these sometimes conflicting and competing trips (local vs. through trips). The purpose of this project is to improve transit service efficiency in the region and along the Red Line Corridor, and provide connections to jobs and services.



2011 ANNUAL REPORT

(September 2010 – July 2011)

VI REVIEW OF RED LINE PLANNING PROCESS TO DATE (Continued)

Transportation Choices for East West Commuting:

Parts of the corridor currently face congestion with limited transit and system capacity improvement options for commuters traveling from the east or from the west into downtown. The purpose of this project is to improve transit opportunities in the east-west corridor, and better accommodate existing and future east-west travel demands. Its purpose is also to improve the effectiveness of public transportation for the transit-dependent user as well as those individuals within the corridor who chose to use transit as an option.

Transit System Connectivity:

Although Baltimore has a light rail system, Metro service, commuter rail, express bus and a comprehensive local bus network, better connections among the various modes and routes would enhance service to the public regionally and in the corridor. The purpose of this project is to improve system connectivity by providing a direct rapid transit connection to north-south bus and rail lines, including to MARC at the West Baltimore MARC Station, Charles Center and Shot Tower Metro Stops.

Mobility:

There are substantial numbers of residents along the Red Line who depend on transit for access to jobs, schools, shopping, events, healthcare and other services and cultural attractions. Major institutions and employers along the Red Line Corridor such as the Social Security Administration, the Center for Medicare and Medicaid Services, the University of Maryland at Baltimore, Baltimore City Community College, major hospitals, the downtown business district, new cultural arts venues, as well as numerous elementary, middle and high schools, all rely on an efficient transportation network that provides mobility choices.

Community Revitalization and Economic Development:

Although development patterns are influenced by market forces and other variables not necessarily directly related to transit accessibility, there are currently unrealized opportunities for supporting existing and potential land use growth patterns that could benefit communities and businesses along the corridor. The Westside Renaissance, University of Maryland at Baltimore, Inner Harbor East, Fells Point, Canton and other nearby areas are currently experiencing major development and re-development and could benefit from additional transit access to realize their regional potential. Likewise, areas of West Baltimore have existing community revitalization initiatives such as The Uplands Redevelopment Area, Harlem Park and Rosemont, and other unrealized commercial and residential development-potential areas that could benefit from improved transit access and investment. Areas in suburban locations such as Westview and Security Square malls could realize additional development opportunities. Specifically at transit stops, localized development and/or redevelopment will be supported by the Red Line project.

Air Quality Goals and Environmental Stewardship:

The U.S. Environmental Protection Agency has designated the region as a moderate non-attainment area for ozone under the 8-hour standard. There are many contributors to the region's air pollution, including "point sources" such as power plants, "area-sources" such as automobile refinishing, bakeries, "off-road sources" such as mowing and construction equipment, and perhaps most significantly, motor vehicle sources. By offering an effective alternative to automobile travel for a significant portion of work and non-work travel, improved transit service in the corridor can help reduce regional emissions for motor vehicle sources by helping to reduce highway congestion and regional vehicle emissions. These reductions in motor vehicle emissions would help the Baltimore region to stay in consistency with state air quality plans as required by the Federal Clean Air Act and by ISTEA and TEA-21. This transit planning study is also expected to identify potential environmental stewardship opportunities to enhance and improve the existing natural environment and surrounding communities, and provide under-served communities with access to park, trail and other recreational opportunities.



2011 ANNUAL REPORT (September 2010 – July 2011)

VI REVIEW OF RED LINE PLANNING PROCESS TO DATE (Continued)

Definition of Alternatives Retained for Detailed Study

The information collected from the public and environmental resource agencies during the Scoping phase is used to identify, consider, and analyze types of transit (modes) and routes (alignments) for both the Red Line and the Purple Line that are reasonable, feasible, and practical from a technical and economic standpoint.

The MTA held open houses in the fall 2004 to receive input on selected alternatives that will be studied in greater detail. The MTA is also required by the Federal Transit Administration to study a “no-build” alternative, which compares the proposed new transit alternatives to the option of not building a new transit project.

Preliminary alternatives are currently being developed. Once this is completed, the MTA will conduct a series of workshops and community meetings to present alternatives and receive input. Public meetings will be held in spring 2005 to receive input on which alternatives should be further studied in the DEIS.

Preliminary Engineering

Further analysis of design options, project costs, benefits and impacts.

Final Environmental Impact Statement (FEIS)

The Final Environmental Impact Statement (FEIS) identifies a preferred alternative, responds to comments received on the DEIS, shows compliance with related environmental statutes such as the National Historic Preservation Act, and identifies commitments made to mitigate impacts of the project.

Station Planning Process

The transit station is the area in which transit users get on and off the system and have their first impressions of the Red Line Corridor. Because of this, the planning of stations will be critical to the overall success of the Red Line Study.

DETERMINE the number and general location of stations

The proposed Red Line is a 14.5 mile east-west corridor that connects major employment, residential communities, other existing transit services, and tourism opportunities. This project has examined the various key areas along the corridor to ensure transit service is provided. These key areas include the following:

Social Security Administration / Woodlawn
Center for Medicare and Medicaid Services (CMS)
Residential Communities - East and West Baltimore City and County
West Baltimore Rail Station (MARC)
University Center (Medical Center and University)
Connection to existing Metro, Bus and Light Rail
Downtown Baltimore
Tourism and Stadium Events
Inner Harbor East
Fells Point and Canton

Auto Commuters using I-70 and I-695

Because each stop made by the transit vehicle adds time to the overall trip, a rapid system requires fewer stops along the entire corridor to ensure faster commuting times. The number of stations for the Red Line Corridor must be a balance between ensuring that the key areas are provided transit service and maintaining a rapid transit system.

14 Stations are under consideration for the Red Line as currently configured.



2011 ANNUAL REPORT (September 2010 – July 2011)

VI REVIEW OF RED LINE PLANNING PROCESS TO DATE (Continued)

DEFINE the type of station

A station type is defined based upon the purpose of that station in its particular environment. For example, a station in the Central Business District of a city would be defined as a Walk-Up Station Type, not a Station with Parking for Regional Access.

Light Rail

Light Rail Transit is an electric railway system that operates single cars or short trains along rights-of-way at ground level, on aerial structures, and in tunnels. Light Rail can also operate in the street mixed with vehicular traffic, in the median of a roadway or on a separate right-of-way. Light Rail Transit gets its power from overhead electrical lines. Maximum speeds of Light Rail trains are normally around 60 miles per hour, with the average operating speed being closer to 45 miles per hour. The actual speed largely depends on the extent to which the train is separated from cars and pedestrians.

Depending upon the specific system, the distance between Light Rail stations is shorter than with heavy rail systems due to the type of propulsion and braking systems. Fare collection is typically done at the station before boarding the train and an attendant verifies fare-purchase while the train is in motion.

Light Rail currently operates in Baltimore along the 30-mile Central Light Rail Corridor between Hunt Valley, downtown Baltimore and Glen Burnie. Spurs also serve BWI Airport and Penn Station. Light Rail has been built in several other American cities:

NEPA Process – How decisions are made

As with every significant federally funded transportation project, the National Environmental Policy Act of 1969 (NEPA) requires that an Environmental Impact Statement (EIS) be prepared for the Red and Green Line Studies. The purpose of the EIS document is to conduct a thorough and public study of potential human, cultural, and natural environmental impacts for each of the transit types (modes) and routes (alignments) under consideration.

Study Steps:

Notice of Intent

The Notice of Intent (NOI) is an announcement to the public and to interested agencies that a project is being developed and that an Environmental Impact Statement (EIS) will be prepared.

Scoping

Scoping identifies the alternatives and impacts that will be examined in the Environmental Impact Statement (EIS). An important part of this phase is to go out to the public for their ideas, comments and concerns. Scoping identifies the key resources and issues that the project needs to address.

Alternatives Analysis

The information collected during the Scoping phase will be used to identify, consider, and analyze types of transit (modes) and routes (alignments) that are reasonable, feasible, and practical from a technical and economic standpoint.

Data Environmental Impact Statement

The MTA will prepare a Draft Environmental Impact Statement (DEIS) that includes examination of the natural, cultural and socioeconomic environmental impacts of various alternatives. The DEIS will be available for public review prior to hearings.



2011 ANNUAL REPORT (September 2010 – July 2011)

VI REVIEW OF RED LINE PLANNING PROCESS TO DATE (Continued)

Final Environmental Impact Statement (FEIS)

The Final Environmental Impact Statement (FEIS) identifies a preferred alternative, responds to comments received on the DEIS, shows compliance with related environmental statutes such as the National Historic Preservation Act, and identifies commitments made to mitigate impacts of the project.

Record of Decision

The Record of Decision (ROD) is the final step in the EIS process. The ROD is a concise report that states FTA's determination that NEPA has been completed for the proposed project. It describes the basis for the decision, identifies alternatives that were considered and summarizes specific mitigation measures that will be incorporated into the project. With a ROD, the project may proceed into final design and construction.

Public Events/Meetings

Public meetings are an important part of our outreach efforts. Meetings will be held at major decision points such as when alternatives are selected for detailed study and when the results of those studies are nearing completion. A required public hearing will be held for comments on the Draft Environmental Impact Statement.

Citizens' Advisory Council

In 2006, the General Assembly passed a bill (HB1309) creating the Red Line Citizens' Advisory Council (CAC). The bill established the membership of the CAC and its role in the Red Line planning process. The CAC is responsible for advising the MTA on impacts, opportunities and community concerns about the Red Line. The CAC has developed criteria to evaluate the Red Line's cost effectiveness, likelihood to obtain federal funding, impact on the communities it serves and whether it provides a quality transportation option.



Red Line Citizens' Advisory Council • 2011 Annual Report

Section VII Community Response



2011 ANNUAL REPORT (September 2010 – July 2011)

VII COMMUNITY RESPONSE

The Red Line Citizens' Advisory Council (CAC) encourages written comments or concerns from individuals and organizations. Those provided during meetings are journalized in this report. The written comments below are re-printed as they were received. Inclusion of these comments should not be construed as an expression of agreement or support.

COMMUNITY RESPONSE ON BEHALF OF THE TRANSIT RIDERS ACTION COUNCIL OF METROPOLITAN BALTIMORE

Over the last year very little new ground has been covered at the Citizens Advisory's Committee meetings, although there has been much discussion about the line itself in public. There have also been several claims made as to the impact, positive or negative, of the Red Line. We will now address 20 of the unsubstantiated claims that have been made.

1. Claim #1: The Red Line has to be light rail because the Federal Government will only fund heavy rail in New York, Washington, and Los Angeles. This claim is false. The January 2010 Federal Standards for new start transit projects contains no prohibition or restriction on development of heavy rail except that the line must meet project justification just as is done with light rail, bus rapid transit, monorail, or any other mode. A number of cities have been looking at heavy rail expansion, including San Francisco, Cleveland, Philadelphia, and Honolulu. The Honolulu line is already under construction. After the public rejected light rail, Honolulu was able to substitute a heavy rail project in less than a year and to get approval for an automated heavy rail system.

2. Claim #2: We must build light rail to solve problems of traffic congestion. Traffic studies that were done for the Red Line show an increase in congestion on Edmondson Avenue, and on Frederick Avenue, which is the main overflow roadway for Route 40. The study was done based upon two lanes of traffic flow in the peak direction on Frederick Avenue; but Frederick Avenue is no longer configured this way. Bike lanes which have been marked on Frederick Avenue now limit that road to one traffic lane in the peak direction at all times. As a consequence the traffic study needs to be redone and is almost certain to show even more congestion.

Some people have claimed that the Red Line is necessary to get people from Harbor East to Charles Center. But the current #11 bus takes less than 10 minutes. Since the proposed Harbor East station is actually at Fleet and Eden streets, anyone in Harbor East would have to walk several blocks to reach the station, so any time saving will be minimum or zero.

3. Claim #3: The Red Line will improve Riders' Access. In point of fact every single station and stop on the Red Line is currently served by the MTA fixed route bus system. There is no place that the Red Line goes where there is not current public transit access. However, the current plan would eliminate some bus service along Edmondson Avenue in Edmondson Village. Those riders would have to walk up to a quarter mile farther than they do now. This means that over all, the Red Line would produce a net decrease in access over the current buses.

The current Red Line variation under consideration has only two stations in the downtown area from Fremont Avenue to Eden Street, one at Howard Street (but really Eutaw Street) and one at Charles Center. These stations are only five blocks apart. The Harbor East station which is actually east of Harbor East is only three blocks from the Falls Point station, and both are underground. There is no station between Charles Center and Eden Street. By contrast the Metro subway serves downtown at State Center, Lexington Market, Charles Center, and Shot Tower. The Central Light Rail has downtown stops at North Avenue, Penn Station, Mount Royal, Cultural Center, Centre Street, Lexington Market, Baltimore Street, Convention Center, and Camden Yards.



2011 ANNUAL REPORT (September 2010 – July 2011)

VII COMMUNITY RESPONSE (Continued)

Generally speaking successful systems have been constructed mostly south of the Potomac and west of the Mississippi, areas that have been growing rapidly since World War II. The only successful light rail line in the northeast or along the Great Lakes is on Commonwealth Avenue in Boston. Commonwealth Avenue has no truck traffic, wide sidewalks and a very wide right-of-way. Clearly Baltimore does not fit the profile of cities where light rail has been successful, but rather the profile of cities where it has failed. In particular, the traffic load on Edmondson Avenue is at least twice as much as any other roadway in the country where light rail has been built.

7. Claim #7: Light rail Improves the air quality. The only air quality reported in the Red Line process was a statement that construction of the Red Line would have no impact upon regional air quality as a whole. No localized impact study on air quality has been done for either Edmondson Avenue or Boston Street, the two areas of street running on the alignment and the two areas where Red Line would increase congestion.

8. Claim #8: The Red Line will improve system connectivity. The Red Line proposal has four rail transfer stations. At least three of them, and possibly all four, are longer in feet than the transfer between Lexington Market subway station and the Lexington light rail stop. Many people, including Don Fry, president of the Greater Baltimore Committee, have complained that there is no connection between the subway and the Central Light Rail. If that connection is not good enough, then how can longer connections be good enough? The proposed transfer at Charles Center, if built, would be the longest in-system transfer to a newly constructed line ever built in the United States since Federal transit funding began back in the 1960s. The Howard Street station is currently being discussed with a station entrance west of Eutaw Street and on the south side of Lombard Street, requiring transferring riders to cross two or three busy streets. The proposed Marc transfer at Bayview would require walking across a 900-foot walkway above Bayview Rail Yard. Until a few years ago, every single bus line in downtown Baltimore had a transfer to the Metro subway that was shorter than any one of these proposed Red Line connections.

9. Claim #9: Because it is against the law for eminent domain to be employed to acquire houses, the Red Line is not a threat to any community. This claim is false for several reasons. The first is that the law itself sunsets three years before construction is to begin on the Red Line. Even if the law is renewed, there is still a threat to housing. As was mentioned above, the Red Line would increase congestion through Edmondson Village. Once the state accepts Federal funding for the Red Line and builds it, it cannot simply rip it out, because to do so would require the state to return planning and construction money to the Federal Government. Since the State of Maryland would not do that, it would look for ways it could leverage Federal funds to solve the resulting congestion, which would increase truck travel delivery time and cost. The resulting political pressure could very well lead to a widening of the roadway itself. That would require the taking of houses on at least one side of Edmondson Avenue, most likely the south side. Therefore, the Red Line could be built, all promises that it would not take houses could be kept, and Edmondson Village could still be destroyed by the conditions that the Red Line would create.

In particular, there have been questions about the width of Edmondson Avenue. Some people have claimed that Edmondson Avenue is not wide enough for light rail to be placed in the street without taking homes. While this claim is unsubstantiated, it is not entirely baseless. Preliminary engineering was done based upon certain maps showing the width of Edmondson Avenue through Edmondson Village as 76 feet wide in the catwalk from curb to curb. Actual tape measures of the roadway show sections where the curb-to-curb distance is below 75 feet. This could mean that the Red Line would require taking strips of property in front of houses that might not leave sufficient space for front stairways to access front doors.



2011 ANNUAL REPORT (September 2010 – July 2011)

VII COMMUNITY RESPONSE (Continued)

4. Claim #4: The Red Line will improve mobility. The latest running time that has been presented publicly for the Red Line end-to-end is 64 minutes. The current running time on the #40 bus is 44 minutes parallel the Red Line on the West side but not the East side is 55 minutes between the end points of the proposed Red Line at CMMS and the Bayview Yard, a savings of only 11 minutes. While this is a slight improvement in mobility for people traveling along the Line, that population is very small and not representative of the impact of transit riders. The current proposal has the Red Line running along Boston Street where presently there are only 300 transit trips a day. There is far more ridership further north. Current riders of the transit system would have to make an extra transfer to get to where most of them are traveling on the East side. This would likely more than eat up the entire 11 minutes saved. In a number of cases, through bus trips would be terminated at the Red Line and riders would be required to transfer. While this makes sense on a fast Metro subway line, or beyond the City limits for passengers traveling a long distance, it would cost time for riders who are forced to transfer within Baltimore City. Bus riders in Forest Park and Windsor Hills are closer to the Metro subway than they are to the Red Line, but this proposal would force them onto the Red Line and would not connect their buses with the Metro subway. For these people, the Red Line would cost them time.

By comparison, our Metro subway provides vastly improved mobility to the transit riders. According to the current MTA timetables, travel from Owings Mills Metro Subway Station to Johns Hopkins Hospital takes 29 minutes. There are three bus routes, the numbers 5, 53, and 59, which parallel the subway (there is no single bus line which parallels the subway for its entire length). If those three bus lines were to be combined on a continuous route, from Owings Mills to Reisterstown Plaza on the #59, from Reisterstown Plaza to Mondawmin on the #53, and from Mondawmin through Charles Center to Johns Hopkins on the #5, the total travel time, based upon matching time points on the current schedule, would be one hour and 35 minutes. This means that the subway, which is just about the same length as the proposed light rail Red Line, provides a mobility improvement of 66 minutes, a 69.5% time saving.

5. Claim #5: Riding the subway or the Long Island Railroad saves a lot of time in New York, therefore we should build light rail in Baltimore. Subways travel at up to 70 miles per hour, frequently travel at 60 miles per hour, and average about 30 miles per hour. The Long Island Railroad has a top speed of 100 miles per hour. The Penn Line in Baltimore travels at up to 125 miles per hour. The proposed Red Line has an average speed of 19.8 miles per hour and a top speed of about 50. The subway is faster than surface traffic and light rail is slower. One cannot argue that because heavy rail is successful that light rail would be too. These are different modes operating under different conditions with different constraints. Light rail is not a cheaper version of heavy rail, but is a very different mode which functions differently. During the recent Baltimore Grand Prix, the subway was the only reliable transit crossing through downtown. It carried large crowds efficiently. The buses were ineffective, and the light rail was useless (and consequently empty).

6. Claim #6: Light rail always improves any area where it is built. At the public hearing held at North County High on May 17, 2011, 150 people showed up, 66 spoke, and 203 of those called for permanent closure of the station because of concerns about crime. This is not a projected concern, but a concern regarding existing conditions at an existing stop.

Light rail lines in Baltimore, Philadelphia, Pittsburgh, Buffalo, and Cleveland ride through areas of urban decay despite having been in place for several decades. Some people claim that this is a consequence of old style light rail cars as opposed to modern light rail cars. The claim is without foundation. There is no evidence whatsoever that replacing the rolling stock on light rail lines improves the quality in investments in urban communities. The real reason that light rail has been successful in some cities and a failure in others is actually a function of block length, traffic volumes along the right-of-way, traffic volumes at grade crossings, frequency of grade crossing, street width, sidewalk width, mobility and access improvements, and the state of the local economy. Light rail has been successful in improving land use along corridors in rapidly growing cities. Incentives have focused investment headed to those cities anyway toward light rail rights-of-way. The key point is that light rail focuses investment only if it is already on the way; it does not create investment.



2011 ANNUAL REPORT (September 2010 – July 2011)

VII COMMUNITY RESPONSE (Continued)

10. Claim #10: Opposition to the Red Line is based upon construction impacts. Now that the Red Line has been approved for preliminary engineering, discussion of mitigation has eliminated most of the opposition. This is a claim that has been made by public relations people under contract to the MTA. But it does not match the public comments that have been heard by the Red Line Council at meetings. While some of the opposition, notably around Allendale, have mentioned construction issues, most of the opposition to the Red Line has been focused upon street running light rail, rather than upon the construction phase. The primary concerns have been about roadway congestion, public safety, street parking losses, and property value impacts for the long term.

11. Claim #11: There is no reason for concern about any impacts to those who live north or south of Edmondson Avenue. Safety, parking, and congestion concerns impact everyone who uses Edmondson Avenue, because Edmondson Avenue is the only access road for most people north of Frederick Avenue all the way to Leakin Park. Because only half as many roadways will cross Edmondson Avenue in the Village, traffic on side streets will inevitably increase. Many of the residents of Edmondson Village who do not live on Edmondson Avenue are concerned about increased demand for parking on side streets that currently have no more parking available for extra vehicles. They are also concerned that their commutes will be longer, and that as a consequence of all these factors that their property value may decline. None of these concerns can be addressed through construction mitigation activities.

12. Claim #12: Light rail systems are safe and efficient. Metro systems certainly are safe and efficient, but the Baltimore Central Light Rail is not. Henry Kay, executive director for Transit Development and Delivery, has said that while Metro is safer than light rail, Light rail is also safe because the frequency of accidents is very low, on the order of accidents per 10 million passenger miles. But while the ratio of accident per passenger mile might seem small, the frequency of light rail collisions is more than one every 12 days over the last six years, according to the MTA's own figures. This accident frequency has been high enough to persuade most discretionary riders not to use the system, more out of a concern for reliability than for safety. Whenever there is a collision on light rail, as opposed to bus, every train in the system is delayed. When a bus is in a collision, only that bus is delayed. A high collision frequency means low system reliability and low rider acceptance of the system. The Red Line proposal has so many grade crossings in Edmondson Village and Canton, where traffic volumes are high, that it could well end up with a higher accident frequency than we see on the Central Light Rail. In Houston, where the light rail also runs in the street, the system averaged one collision approximately every three days in its first year of operation.

Light rail collisions don't simply create accidents on the rails, but also tie up roadways. This would in turn have even greater impact on both congestion and property values.

13. Claim #13: Now that the Red Line is in preliminary engineering, we will address issues of safety mitigation. It is already too late to address safety. Safety must be a consideration involved in the initial planning process. It cannot be mitigated later. The MTA has not even developed safety protocols yet for the Red Line. By postponing a discussion of safety until preliminary engineering, the MTA distorted the planning process. Now that the locally preferred alternative has been chosen, it is too late to fix the mess and the planning process has reached a cul-de-sac.

14. Claim #14: Those who oppose the Red Line are just a bunch of anti-transit NIMBYs (Not In My Back Yard). Most of the opposition to the Red Line comes from two camps: 1. Those who live near the line and who, in their view, would be negatively impacted by it; and 2. Organized transit riders. The Red Line may be the only transit project in America whose opposition consists almost entirely of those whom the Government claims it would benefit. Indeed, there might not be another transit project in the country that has more opposition than support from transit rider organizations. The major objections of the riders are that the Red Line is a big boondoggle which would have a more negative than positive impact upon transit, that it would eat up transit funds that could be used for better planned projects, and



2011 ANNUAL REPORT (September 2010 – July 2011)

VII COMMUNITY RESPONSE (Continued)

that it would make it impossible for Baltimore to ever develop a well connected single-transfer rail system. The so-called transit advocacy organizations which have supported the Red Line proposal represent business interests, and are composed of people who never depend upon transit!

15. Claim #15: Yes, it is difficult to plan a transit system in Baltimore, but this is the best that we can do. The Red Line planning process did not permit any public input on alternatives to either the Baltimore Regional Plan or to the Red Line proposal itself. There are other proposals that exist, but the MTA did not permit any others to go into full planning and also did not permit any others to be considered even in the initial phases. One proposal was a three-station extension of the current subway to Greentown/Bayview, which according to PB Engineering, would cost about \$583 million (at then current rather than extrapolated cost), about one fourth of the current estimated cost of the Red Line.

16. Claim #16: Since transportation planning and land use planning should be integrated, the Red Line should go where we currently have planned redevelopment. This is exactly backward. The MTA has been trying to plan a transit system based upon land ownership rather than based upon geography and land location. Transportation planning should depend upon geography, not land ownership, and land use should depend upon geography and transportation. So in Baltimore we have it backward. Instead of geography and transportation dictating land use, we are trying to do transportation planning after land use planning, rather than prior to it. The result so far has been a project that does not fit into its setting, and it doesn't appear to necessarily improve transportation. This is a direct consequence of a planning process in which developers have a great deal of input, and transit riders have been routinely listened to, responded to, and ultimately ignored.

17. Claim #17: The Federal Government will never support subway construction in Baltimore because 14 miles of tunnel would be too expensive. The Red Line proposal requires 4.2 miles of tunnel with five underground stations. There is no light rail tunnel in the United States that long. The subway proposals that MTA would not consider included one which would require one to three underground stations and 4.5 miles of tunnel for one and a half subway lines, an extension of the current subway at both ends, running from Reisterstown to Fort Howard and an east-west line running from Columbia Mall to Chase. Clearly the amount of tunnel and underground stations per alignment mile is far greater in the Red Line proposal than it would be for this Metro subway proposal.

18. Claim #18: Critics of the Red Line are simply naysayers. We need to look forward and have positive input. Opponents of the Red Line have put forward alternatives. But for over a decade the MTA has refused full study of them. To move forward with a project that may have more negative than positive impact is not a positive position. To refuse to consider any alternative except one is the negative position, and that has been what the MTA has done for more than a decade. To point out that the current proposal creates many problems and solves none is not negative but necessary.

19. Claim #19: Red Line Opposition is Marginal. Red Line opposition is broad, deep, and may exceed the number of people who support the project. For the most part, support seems to come from developers and downtown business interest and opposition is composed mostly of residents and organized transit riders. Those residents who support the project are almost entirely people who either live in areas where the line is fully grade separated, or those who don't live along the right-of-way. Transit rider support is thin and consists mostly of those who have not followed the project in detail. Generally speaking it appears that the longer a transit rider is involved in the planning process, and the more one learns about the project, the more likely it is that he or she will be opposed to it.

20. Claim #20: The Red Line will allow the construction of a high capacity rail transit system. In response to a request from the Transit Riders Action Council for a line study to ensure that the red line has sufficient capacity to handle the resulting demand after the entire rail plan has been built out, MTA, the Baltimore City Department of Transportation, and the Baltimore Regional Transportation Board all declined to run the whole system through the travel demand model. Mr. Jamie Kendrick of City DOT

29



2011 ANNUAL REPORT (September 2010 – July 2011)

VII COMMUNITY RESPONSE (Continued)

stated that line capacity after system buildout is not relevant because all that matters to the Federal Transit Administration is the existence of a 25 year long range transportation plan for the region as a whole and line demand in the year 2030!

This would mean that the 2002 Baltimore Region Rail System Plan is irrelevant to the Red Line process; but when other alternatives to this proposal were recommended by grassroots organizations, they were automatically rejected because the didn't conform to that plan! The O'Malley administration seems to want to apply rules differently, depending upon the source of a proposal, rather than applying standards consistently. This has only led more fuel to the smoldering distrust of the whole Red Line project.

How did we get to this point? It is remarkable how the planning process has been ordered. A request was made for transit safety information in September 2009. The MTA said that the information was unavailable and that they were still developing safety certification protocols. In reality the MTA had the data all the time. But the Red Line Council did not see it for 22 months until July 2011 and after the Red Line went into preliminary engineering. At this point the information has been declared "late to the game," not relevant to where we are in the planning process at this time. This is another example of the way the Red Line planning process has been conducted. Relevant information is not released until it is too late to impact the process. In this way, instead of the process determining the outcome, the process has been contorted to guarantee a predetermined outcome. The result has been deep anger and distrust of the process by the opponents. As everyone knows, it is not possible to reach a political consensus if all sides are not convinced of the fairness of the process. Throughout the Red Line planning process, there has been a number of modifications to the proposal. Some of these modifications have been done to serve the interest of developers or large institutions. Most have been dictated by the engineers. Some of those changes from the engineers have coincided with residents' concerns. No resident's concern not dictated by engineers have made their way into the project. No transit riders concerns whatsoever have made their way into the project. It seems that the key to having any input is to put money on the table, as the University of Maryland is doing at the Poppleton Station.

It is noteworthy, also, who has made up the audience at Red Line Council meetings. We see a very tiny number of local shop owners, a large number of residents, and some transit riders. From time to time we see public officials. I cannot recall any downtown business leaders or developers who have attended a Red Line meeting. They do not have to. They have direct access to the governor and to the secretary of Transportation, neither of whom has ever been willing to meet with any transit riders organization representative in Metropolitan Baltimore. In addition, there is no longer transit riders' organization representation on the Citizens Advisory Committee of the Baltimore Region Transportation Board. Throughout the Red Line planning process a number of questions were raised for which the MTA had said that they did not have the information yet, but would bring it back to the Red Line Council when it became available. Sometimes a question is answered at a later time, but usually it is not. Many times concerns have been raised at Red Line Council meetings, and they have been fully discussed with the MTA, but the MTA has not taken any action nor addressed the concern. The pattern is consistent. If consideration of an issue would make the proposal look weak, or make another alternative look stronger, it is not yet fully addressed. At a later time the MTA might say "We discussed the matter earlier." Discussion without resolution is insufficient. An example would be concerns about tunnel flooding at the Eastern portal, which is in the flood plane in Canton. The MTA said that they would address the matter, but they did not clearly explain how. Based upon past performance, they would then address it after the Red Line opens and it is too late to do anything about it. The manipulation of order process has been the hallmark of the Red Line planning process.

It cannot be stressed too strongly that the Red Line opposition consists mostly of strongly pro-transit people, not transit opponents.

- End of Response provided by the Transit Riders Action Council of Metropolitan Baltimore



2011 ANNUAL REPORT (September 2010 – July 2011)

VII COMMUNITY RESPONSE (Continued)

IN MEMORY OF BOB KEITH COMMENTS BY THERESA REUTER

For Years, prior to his passing, our late friend, Robert C. Keith, worked with the Citizens Advisory Council for the Red Line Transit System. I bring his memory back because, on countless occasions, as I accompanied him to and from his West Virginia farm, he would point out to me the challenge of attempting to lay a light rail along Edmondson Avenue between Franklinton Road and Cooks Lane. He shared the community's concern of how it would impact their neighborhood. It is in my memory of Bob Keith's long hard work to help the communities in Baltimore, that I returned to the Red Line meeting of July 2011 only to be denied the opportunity to speak on his behalf. Now I understand that people have disputed what Mr. Sherod said during the May 2011 meeting. What the city right of way map shows needs to be shared to the Council so it can compare it to the engineering consultant's map. With both maps to compare, the issue of the measurements along Edmondson Avenue could/would be definitely resolved.

END OF 2010 – 2011 REPORT

APPENDIX D

Red Line Citizens' Advisory Council


2011 Retreat Summaries

APPENDIX D

Red Line Citizens' Advisory Council

2011 Annual Report

September 17, 2011 Summary



CAC Retreat 09/17/2011

Key Points and Themes

I: Overview

This is a summary of key points from the 09/17/2011 CAC Retreat’s opening session with the MTA Administrator Raligh Wells and Senator Verna Jones-Rodwell and a list of key themes from the group discussions and break-out sessions. This summary also includes as a part of the Next Steps Section, the agenda for part two of the CAC Retreat on October 13, 2011. A complete report will be provided after the conclusion of the second session.

II: Key Points

Opening Conversation with MTA Administrator Raligh Wells and Senator Verna Jones Rodwell

MTA Administrator Raligh Wells’ Expectations for the CAC


- Act as a conduit between MTA and the Community on all aspects of the project
- Advise MTA and the Community by examining and understanding the impact, constraints or limitations of the project
- Define how you want information to flow from MTA to the Council to support your roles

MTA Administrator clarification of Henry Kay’s CEO Special Projects Role

- CEO New Starts Projects – CAC’s supports Red Line project success
- Focus on budget
 - Particular concerns for Federal and State Funding
- Provide CAC with MTA updates and respond to information requests from CAC

1

Note: Key points and themes taken from CAC Retreat flip charts and transcriber notes



Senator Jones-Rodwell - Expectations for the CAC

Counsel Advisement

- Advise on changes vs. the entire plan – major policy issues
- Keep your eyes on the big picture, stay involved with all phases of the project
- Identify areas to examine and re-examine
- Follow the guidelines of the legislation

Community Engagement

- Get information from Community and report information to community
- Be accountable to the community
- Be creative in obtaining information from the community outside of meetings e.g. surveying community organizations

Council Processes


- Consider bringing CAC’s together to do some capacity building
- Decide on a decision making process
- Be a collaborative group with a commitment to decisions that are made
- Outline guiding principles
- Look at your structure and processes
- CAC appears to be in the storming phase of the natural progression of the formation of groups (forming, storming, norming, transforming)

III: Themes for Personal Why’s for Being on CAC

- Being committed to protect the interest of people and communities
- Identify opportunities to connect people with jobs
- Desire for a world class transportation system

2

Note: Key points and themes taken from CAC Retreat flip charts and transcriber notes



III: Themes for Personal Why’s for Being on CAC - continued


- Provide information for informed decisions
- Utilize knowledge of transportation to support social and economic justice
- Drive economic development
- Take an active role for the communities where we live or have grown up
- Ensure the transportation mistakes of the past are not repeated with the Red Line

V: Group Discussion Themes

- Many members of the group experience frustration when time is spent going over items from the past and not moving forward with new items
- Group not completely aligned or clear about the execution of the “advising” role
- Identified key process areas for CAC efficiency
 - Mission work
 - Public comment
 - Gathering Information from the Public
 - Meeting Agenda Process
- Identify guiding principles for CAC efficiency
 - Decision Making
 - A way to “agree to disagree” and come to closure on discussion items
 - Communication
 - How to obtain opinions, information and questions from the public
 - Time for Inter-Council communications about Mission work
- Examine ways to be more strategic
- Diverse perspectives about the benefits and role of public comment in CAC meetings

3

Note: Key points and themes taken from CAC Retreat flip charts and transcriber notes



V: Next Steps

Opening Retreat Segment

- Requested for more detailed update about federal and state funding
- Organization chart related to the Secretary and MTA Red Line
- Justin Hayes: Senator Mikulski update on Surface Transit Bill in six months

Break-Out Groups

- Sub committees to address Mission
 - Identify sub committee leader and members
- Gathering information from the public
 - Get flip chart to Annie
- Meeting/Agenda process
 - Finalize the draft process

Reconvene CAC Retreat October 13, 2011 (complete initial retreat open agenda items)

- Alignment of CAC Roles with the Mission
- Identify process to determine core goals
- Identify guiding principles for efficiency
- Finalize leadership and members for the three sub committees
 - Economic Empowerment – Jobs, MBE, Workforce Development
 - Construction and Operating Impact/Mitigation – Property Issues/Parking
 - Neighborhood and Community Development
- Members of the “Gathering Information From the Public” group define next steps
- Members of the “Meeting/Agenda Process” group define next steps

4


Note: Key points and themes taken from CAC Retreat flip charts and transcriber notes

APPENDIX D

Red Line Citizens' Advisory Council

2011 Annual Report

October 13, 2011 Summary



**Summary Report
Baltimore Red Line
Citizen's Advisory Council (CAC) Retreat Session Two
10/13/2011**

5:30 pm – 9:10 pm
Whitman, Requardt & Associates (WRA), 801 S. Caroline Street Baltimore MD

I: Overview

This is a summary of themes and outcomes from the 10/13/2011 CAC Retreat's second session which operated as a continuation of the 09/17/2011 opening session. Please refer to Appendix A for a summary of the first session. This report includes recommendations for next steps.

The retreat session on 10/13 was attended by:

CAC ATTENDEES:

- Angela Bethea-Spearman
- Dr. Rodney Orange
- Edward Cohen
- Gary Cole
- Sandra Conner
- Christopher Costello
- Mike Dickson
- Emery Hines
- George Monlouis
- Lois Perschetz
- Annie Williams

(Absent: Margie Carvella, Jamie Kendrick, Charles Sydnor)

GUEST:


- Sgt. Bryan White, MTA Police

FACILITATOR:

- Cathy Dixon-Kheir, C. Gray & Associates

MTA/CONSULTANT ATTENDEES:

- Henry Kay, Maryland Transit Administration (MTA)
- Sam Minnitte, STV
- Dr. Anthony Brown, Rosborough Communications, Inc. (RCI)
- Tori Leonard, RCI
- Laurie Zyna, WRA



OBJECTIVES:

The objectives for session two of the Retreat were:

- Obtain alignment regarding CAC Mission SB873, roles and purpose
- Finalize leadership and membership of the CAC sub committees
- Gain closure regarding public comments during meetings
- Identify guiding principles for effectiveness and efficiency

The evening was comprised of several working sessions which addressed all of the objectives. However in the time frame allotted the group didn't have time to complete identification of all of the guiding principles for effectiveness and efficiency. Tools for understanding conflict and decision-making were integrated into the discussions to support broader understanding of the group dynamics.

II: Key Themes and Outcomes

Part 1: Alignment regarding CAC Mission SB873, roles and purpose

Themes:

- Group agreed about the language in SB873 and role of the CAC is to advise
- Group had different definitions for the meaning of "to advise" and the related actions and behaviors necessary to be fully effective in advising
- Group identified conflict in the Bylaws with the SB 873 which will need amending and support greater alignment of the group
- Group made the distinction between not having decision making authority in the collective advising role of the Council with the MTA and Communities, yet they have full authority to make decisions among the group about matters impacting them as an operating group


Outcomes:

- Group agreed on their roles and the definition of "advising"

Collective Group Roles

- Advise MTA, Governor, MDOT, Legislature
- Be informed by MTA in order to be up-to-date on the project and keep the public informed about the project and impact to their communities

2



- Create and execute a bi-monthly public meeting agenda process which efficiently addresses the requirements of SB873
- Provide an annual report for MTA and the Legislature
- Conduct bi-monthly public meetings
- Have the pulse of communities and their thoughts and feelings about the Red Line Project


Individual Roles and Group Membership

- Think strategically and stay informed on all aspects of the project by forming sub committees that are aligned with each project category: Economic Development, Neighborhood/Community Development, and Construction/Operating Impact Mitigation
- Listen, examine problems and make decisions as a group
- Agree to disagree and support group voted decisions
- Listen and proactively examine issues and problems and identify the impact for communities and MTA
- Make appropriate recommendations to MTA

Part 2: Guiding Principles for Efficiency: Group Decision Making and Conflict Resolution

Themes:

- Frustration with the current decision-making process within the group, specifically the step of returning to previous group-voted decisions and reopening the discussion about an old issue
- Concerns about not behaving as a diverse yet cohesive group, e.g. a need for the group to support (voted) Council decisions in public, even when some members voted "no" or disagree with the decision
- Desire for group consensus as a process for decision making but not always practical. Consensus is more time consuming but would allow more alignment of all members about the pros and cons of an issue
- Conflicts exist within the group but there isn't a private forum or process for the group to examine and work through conflicts. Frustration with the way in which unresolved conflicts impacts the productivity and efficiency of the group



Outcomes:

- Majority of the group agreed that democratic decision making (majority rules) is the most practical for the group at this time
- Majority of the group agreed that as new information comes up over time about previously voted topics, the new information needs to be introduced as a new item for review and discussion. The process for introducing this new information should be introduced with the appropriate sub-committee and brought to the whole Council.
- A conflict resolution model and tool was reviewed and served as a framework for discussion, but there wasn't time to discuss its usage or to decide about a process for conflict resolution for the group.

Part 3: Reconvene Break-Out Groups: 1) Identification of Sub Committees, 2) Gathering Information from the Public – Public Comment, 3) Meeting Agenda Process

3.1.1 - Themes: Sub Committees Process and Structure

- Need for clarification about the decision making authority of sub committees in relationship with the complete CAC
- Some concerns about how the sub committee's work will show up in the annual report

3.1.2 - Outcomes: Sub Committees' Process and Structure

- No changes in the sub-committees and the requirements for membership in a sub committee from the September session. The committees are:
 - Neighborhood/Community Development, Economic Empowerment and Construction/Operating Impact Mitigation
- The guidelines for participation on a sub-committee and how they will function are:
 - Everyone serve on one sub committee with the exception of the Annual Report Committee, which is on a pre-set schedule
 - Sub Committees meet on alternate months from the public meeting schedule
 - Sub Committee's reports go on record and feed into the annual report
 - Sub Committee's review and discuss items, make recommendations and bring items needing decisions to the full CAC group
 - CAC members will select which committee they will join over the next couple of months



3.2.1 - Themes: Gathering Information from Public and Public Comments Group

- Concerns about using the bi-monthly meetings for public comments, versus using other forums and methods to get public comments and opinions
- Concerns about the process to make sure that there is adherence to the legislation as it relates to getting public comments and opinion
- Difference of opinion and values about “public comment” in meetings is a source of conflict within the group

3.2.2 - Outcomes: Gathering Information From Public and Public Comments Group

- Gathering public comments will be pursued based on the recommendations from the September session, e.g. focus groups, community meetings, surveys, charrettes, etc.
- There will be recording of public comments at various forums to insure people’s verbatim opinions are captured. This group will follow-up with MTA to get information about the various methods and schedules being used for gathering public opinions about the Red Line
- When there are MTA presentations at public meetings, there will be a set time after the presentation for the public to ask questions. No comments will be allowed and the drop of the gavel means the end of the comment

3.3.1 - Themes: Meeting Agenda Process Group

- Clarification about the process when the public request to be on the public meeting agenda
- Clarification about the process to support the creation of the new agenda process

3.3.2 - Outcomes: Meeting and Agenda Group

Note: This is a draft of the recommendations without the complete process to implement the new agenda process. There wasn’t ample time during the session to provide more details

- Agenda items come from several sources: 1) MTA, 2) Sub Committees’ Recommendations to the Co-Chairs, 3) May be instances when the CAC members bring topics to the co-chairs because there wasn’t ample time to provide them to the sub-committee
- One month before public meeting the subcommittees bring recommendations to the Co-Chairs and CAC to approve or decline and then submit to MTA if appropriate



- If any agenda items come from the CAC after the month in advance deadline, the item will be deferred until the subsequent public meeting
- If any one from the public requests to be on the agenda, it will be reviewed and evaluated according to the CAC process
- Group used the newly recommended process as a way to evaluate and make a decision regarding the request of a citizen to be on the next CAC meeting agenda. The draft process supported closure on this topic

III: Recommendations for Next Steps:

- MTA support the Co-Chairs with sending a request to Council member to select a sub committee within 2011, to prepare for 2012 implementation of the items identified at the retreat, e.g. more strategic thinking about the project, agenda formation, leveraging the expertise of members etc.
- MTA provide summary information to CAC members about existing processes and programs that gather public opinions about the Red Line project
- Identify an opportunity for a 2012 retreat reconection, to support the group with completing the identification of their Guiding Principles for Efficiency and a benchmark for measuring the implementation of the ideas generated at the 2011 retreat
- Co-Chairs identify time that allows the Committee members to communicate and gain alignment with each other prior to being seated at the public meeting

APPENDIX E

Speaker's Bureau Meetings 2007-2010



Red Line Project Study
Listing of Speakers Bureau Meetings since May 2007

Baltimore Green Week EcoFest	Druid Hill Park	May 5, 2007	Richard Stubb, Kacie Levy
Westgate Community Association	West Baltimore United Methodist	May 14, 2007	Lorenzo Bryant, Kacie Levy
Patterson Park Neighborhood Assoc	St. Elizabeth's Parish Hall	June 11, 2007	Lorenzo Bryant, Tom Hannan, Richard Stubb
Market Merchant's Association	Hippodrome Theater	July 18, 2007	Lorenzo Bryant, Tom Hannan, Richard Stubb
W. Baltimore MARC Transit Subcommittee	Bon Secours Community Support Center	July 26, 2007	Lorenzo Bryant, Ken Goon, Michael Deets, Richard Stubb
New Govans Economic Senate	Govans Economic Building	July 26, 2007	Anthony Brown, Kacie Levy
Concerned Citizens of Catonsville	Banneker Community Center	August 7, 2007	Emie Baisden, Mike Rothenheber, Richard Stubb
Southeast Neighborhoods Development Co	Johns Hopkins Bayview Campus	September 10, 2007	Lorenzo Bryant, Tom Hannan, Kacie Levy
Bayview Community Association	Our Lady of Fatima Church	September 11, 2007	Lorenzo Bryant, Tom Hannan, Richard Stubb
Citizens for Community Improvement Inc	St Matthews Gospel Tabernacle	September 15, 2007	Lorenzo Bryant, Ken Goon, Anthony Brown
Fells Point Task Force	The Inn at Henderson's Wharf	September 26, 2007	Chris Blake, Tom Hannan, Richard Stubb
West Hills Community Association	Second English Lutheran Church	October 15, 2007	Lorenzo Bryant, Paul Wiedefeld
Greektown CDC	St. Nicholas Church	October 18, 2007	Lorenzo Bryant, Tom Hannan, Richard Stubb
Community Open House	Woodlawn HS	November 7, 2007	Red Line PI Team
Community Open House	Edmondson HS	November 8, 2007	Red Line PI Team
Community Open House	Holy Rosary Church	November 13, 2007	Red Line PI Team
Community Open House	Carter Memorial Church	November 14, 2007	Red Line PI Team
Community Open House	Our Lady of Fatima Church	November 15, 2007	Red Line PI Team
Enoch Pratt Library – Edmondson Ave.	EPFL Edmondson Ave Branch	December 1, 2007	Lorenzo Bryant, Richard Stubb
Fells Point Residents' Association	Berthas Restaurant	February 6, 2008	Lorenzo Bryant, Tom Hannan, Richard Stubb
Fells Point Task Force	Inn at Henderson's Wharf	February 13, 2008	Diane Ratcliff, Lorenzo Bryant, Joe Makar, Tom Hannan, Anthony Brown
Harbor East/Canton Crossing Developers	SBER Offices	February 18, 2008	Ken Goon, Mike Rothenheber, Tom Hannan, Richard Stubb
MTA CAC	MTA 6 St. Paul	February 19, 2008	Stacy Francisco and Richard Stubb
Fells Point Task Force	Henderson's Wharf	March 26, 2008	Lorenzo Bryant, Ken Goon, Chris Blake, Richard Stubb
SBER – The Can Company	The Can Company	May 21, 2008	Lorenzo Bryant, Mike Rothenheber, Anthony Brown

SBER – Landmark Theatres	Landmark Theatres, Harbor East	May 22, 2008	Lorenzo Bryant, Mike Rothenheber, Richard Stubb
Beechfield Improvement Assoc	Beechfield UM Church	June 10, 2008	Lorenzo Bryant
Alliance of Rosemont Community Organizations	St. Edward's Rectory	October 21, 2008	Lorenzo Bryant, Ken Goon, Richard Stubb
Hunting Ridge Community Assembly	Hunting Ridge Presbyterian Church	October 21, 2008	Lorenzo Bryant, Ken Goon, Richard Stubb
Citizens for Community Improvement, Inc	St. Matthew's Church	November 1, 2008	Tori Leonard, Stephanie Smith
DEIS Public Hearing	Lithuanian Hall	November 6, 2008	Red Line PI Team
DEIS Public Hearing	Edmondson High School	November 8, 2008	Red Line PI Team
DEIS Public Hearing	UAW Hall	November 12, 2008	Red Line PI Team
DEIS Public Hearing	Woodlawn High School	November 13, 2008	Red Line PI Team
Gwynns Falls Trail Council	Parks & People Offices	November 17, 2008	Mike Rothenheber, Anthony Brown
Ten Hills Community Association	Bartholomew Episcopal Church	November 19, 2008	Lorenzo Bryant, Tom Mohler, Richard Stubb
Canton Community Association	United Evangelical Church	November 25, 2008	Lorenzo Bryant, Tom Hannan, Anthony Brown
League of Women Voters (Baltimore County)	LOWV Offices	December 3, 2008	Lorenzo Bryant, Jennifer Ray, Richard Stubb
Franklintown Community Association	Kernan Hospital	December 30, 2008	Jennifer Ray, Anthony Brown, Richard Stubb
MTA CAC	MTA 6 St. Paul	February 17, 2009	Richard Stubb
Central Church of Christ (Derrick Lindsey)	Central Church of Christ	February 18, 2009	Lorenzo Bryant
Security Square Associates	Mall Management Office	March 5, 2009	Lorenzo Bryant & Jennifer Ray
Canton Community Town Hall Meeting (Jim Kraft)	St. Casimir Church	April 2, 2009	Lorenzo Bryant & Tom Hannan
Canton Community Representatives: Anchorage Townhomes, Canton Square, Fells Point Task Force, etc	MTA 6 St. Paul	April 21, 2009	Paul Wiedefeld, Tony Brown, Henry Kay, Diane Ratcliff, Lorenzo Bryant
West Baltimore Communities	Edmondson High School	May 19, 2009	Paul Wiedefeld, Henry Kay, Lorenzo Bryant
Canton Community Association	United Evangelical Church	May 26, 2009	Lorenzo Bryant, Jim Knighton, Brian Riffe
Downtown Partnership	217 N. Charles St	June 1, 2009	Mike Rothenheber
Hunting Ridge Community Assembly Board Meeting	Hunting Ridge Presbyterian Church 4640 Edmondson Avenue	June 7, 2010	

APPENDIX E

Edmondson Avenue Information Sessions – Summary



Edmondson Avenue Information Sessions Summary

Meeting Details:

October 20, 2011

Mary E. Rodman Recreation Center
Number of Attendees: 28

October 29, 2011

St. Bernardine's Roman Catholic Church
Number of Attendees: 10

Note: Weather conditions might have negatively impacted the attendance.

Meeting Purpose: The goal of the community meetings for residents whose homes front Edmondson Avenue was to provide information on how the project could impact their residences and neighborhood. Attendees received general project updates, as well as information regarding parking, impacts on specific properties and how we are proposing to construct a light rail line that remains sensitive to community needs.

What we observed: Approximately 45 people (seven attendees did not sign in) attended the meetings which were styled in an Open House/ small group format. The meetings provided tremendous opportunity to dialogue with residents in small groups and give them accurate information on specific property impacts. A number of people commented favorable regarding the availability of staff and answers to their specific questions. Community members were able to view boards with information and were also able to participate in two small group discussions hosted by Mark Henry (RK&K), Tom Hannan (WRA) and Ken Goon (RK&K).

What we heard (based on notes taken by Liaisons in the small groups): Questions asked were generally about:

- Traffic signals and traffic flow, including contingencies for bad weather
- Parking impacts and impacts on bus routes, including bus operations and bus travel lanes, walking distance to bus stops
- Construction impacts, including storage of equipment, impacts on homes (structural integrity)
- Potential business displacement
- Specific property impacts, e.g. sidewalk setbacks, ownership
- Awareness of right-of-way issues and property lines
- Track options, including green tracks and alternatives to gravel, which can be thrown
- Catenary system
- Safety including left turns and crossings, pedestrian safety for seniors, fencing/barriers
- Baltimore City work on the Hilton Bridge and related employment
- Greater outreach to churches/ pastors

Written comments (seven were provided using comment forms):

Resident -- concerned about parking impacts during and after construction. She also asks how much of the fronts of properties would be affected and impacts of construction on existing structures (structural integrity), property access during construction and operation, impacts on trees, construction staging.

Resident -- concerned about impacts on Edmondson Avenue from Hilton Parkway to Wildwood.

Property owner -- concerned that parking would be placed at the rear of her property.

Resident -- concerned that Red Line is on surface, noise and impacts on windows, pedestrian safety, structural integrity of homes, impact on property values.

Resident -- questions about drilling activities, track construction materials, structural integrity of buildings, operations during snow storms.

Resident -- has a concern about impact on parking in the rear of the 39-hundred block of Edmondson Avenue now that loss of street parking is an issue. She wants to know who owns the property.

Resident -- commented that there is a big parking lot in the back of the 35-hundred block of Edmondson Avenue.

Next Steps (based on notes):

Resident asked whether properties at 4004 and 4006 Edmondson Avenue were going to be razed. *Public Involvement Team is identifying source and response to question.*

There was also a question posed regarding paving and ownership of a property (not clear what property is referred to; contact information is provided in the notes). *Community Liaison will contact to follow up and verify question.*

Attendee provided contact information, but it is not clear what the item of concern is. *Community Liaison will contact to follow up and verify question.*

APPENDIX F

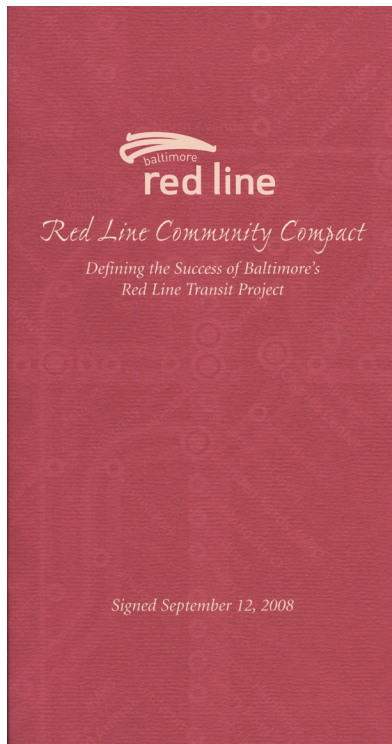
Station Area Advisory Committee Materials



APPENDIX F

Station Area Advisory Committee Materials

Red Line Community Compact



Preamble

We, the undersigned, believe that the Red Line Transit Project will be of great benefit to the citizens of Baltimore and our region. We believe that the Red Line stands a greater chance of success if it is designed and built in partnership with the communities, businesses and institutions that lie along its right of way. We believe that the success of the Red Line means many things beyond ridership: the strengthening of our communities, economic empowerment of the people, a healthy and attractive environment, and more. We recognize that the opportunities for success presented by the Red Line cannot be achieved unless we work together to see the project realized. Thus, we commit ourselves to working in partnership to achieving the goals and strategies in this compact, recognizing and respecting always the diversity of interests and perspectives throughout the corridor and the region.

Sheila Dixon
Sheila Dixon, Mayor
City of Baltimore

John D. Porcari
John D. Porcari, Secretary
Maryland Department of Transportation

Danell Diggs
Danell Diggs, Red Line Coordinator
City of Baltimore

Paul Wiedefeld
Paul Wiedefeld, Administrator
Maryland Transit Administration

Arlene B. Fisher
Arlene Fisher, President
Lafayette Square Association

Med Freeman
Med Freeman, President
Citizen's Planning and Housing Association

Will Backstrom
Will Backstrom, President
Baltimore Heritage, Inc.

Community Compact Signatories

(as of March 23, 2009)

1. Abell Foundation
2. Allendale Community Association
3. Alliance of Rosemont Community Organization
4. Annie E. Casey Foundation
5. American Federation of State, County and Municipal Employees (AFSCME)
6. American Institute of Architects, Urban Design Committee
7. Baltimore Area Visitors and Convention Association (BAYCA)
8. Baltimore Building Trades Council
9. Baltimore City Community College
10. Baltimore Commission on Sustainability
11. Baltimore Community Foundation
12. Baltimore Development Corporation (BDC)
13. Baltimore Ethical Society
14. Baltimore Heritage
15. Baltimore Hispanic Chamber of Commerce
16. Baltimore Neighborhood Collaborative
17. Baltimore Office of Promotions and the Arts
18. Baltimore Urban League
19. Baltimore Workforce Investment Board
20. Bluford Drew Jemison Academy
21. B'more Mobile
22. Bon Secours of Maryland Foundation
23. Boyd Booth Community Association
24. Bridgeview/Greenlawn Association
25. Central Maryland Transportation Alliance
26. Citizen's Planning and Housing Association
27. Clean Water Action
28. Community Law Center
29. Development Advisory Committee
30. Douglas Place Neighborhood Association
31. Downtown Partnership
32. East Baltimore Development Inc.
33. Edmondson Community Organization
34. Evergreen Protective Association
35. Fayette Street Outreach
36. Fells Prospect Community Association
37. Franklin Square Association
38. Fulton Community Association
39. Greater Baltimore Group of the Sierra Club
40. Greentown Community Development Corporation
41. Gwynns Falls Trail Council
42. Harlem Park Neighborhood Council
43. Housing Authority of Baltimore City
44. Job Opportunities Task Force
45. Johns Hopkins Bayview Medical Center
46. Lafayette Square Association
47. Litecast LLC
48. Live Baltimore Home Center
49. Living Classrooms Foundation
50. Maryland Department of Labor, Licensing and Regulation
51. Maryland Minority Contractors Association
52. Mayor's Bicycle Advisory Committee
53. Mayor's Office of Minority and Women-Owned Business Development
54. Midtown Edmondson Improvement Association
55. National Academy Foundation High School
56. One Less Car
57. Operation Reach Out South West
58. Parks & People Foundation
59. Pinchurst Protective Association
60. Sandtown-Winchester Condominium Association
61. Sharp-Leadenhall Community Association
62. Small Business Resource Center
63. Sojourner-Douglass College
64. Southeast Community Development Corporation
65. UNITE HERE
66. University of Maryland Baltimore
67. University of Maryland Medical System
68. Waterfront Partnership
69. West Baltimore Coalition
70. West Station Community Gardens

3

Putting Baltimore to Work on the Red Line

The positive economic effects of a major public works can be felt for many years beyond the life of the project, if efforts are made early and comprehensively to harness and direct the economic inputs needed to complete the project. To this end, we call for an economic empowerment strategy that makes the most of this historic project by targeting resources toward Baltimore's residents and businesses.

They did it. So can we. Portland's Economic Empowerment Strategy

Before construction began on the Yellow Line in Portland, Oregon, TriMet and the prime contracting companies worked to ensure that the line was built by people from the community. As a result, local minority- and women-owned firms secured 19% of the contract dollars—valued at \$35 million—and 35% of workforce hours were completed by minorities and women. Working with prime contractors and other agencies, TriMet also developed creative ways to help minority- and women-owned firms build their business capacity, such as: breaking scopes of work into smaller bid packages to encourage small contractors to bid; rotating contracting opportunities created within a division of work; and providing technical and business assistance to ensure firms were able to provide the contracted work.

Baltimore City will work with MTA to Establish a Red Line Economic Empowerment Office following the selection of a Locally-Preferred Alternative. The Office will have responsibility for:

- Conducting an economic scan of likely trades, skills, contracting capacity, etc. necessary for final design and construction of the Red Line.
- Developing partnerships and implementing a plan which address the needs identified from the economic scan, such as coordinating with new and existing registered apprenticeship programs, including those operated by the Baltimore Building Trades Council; minority- and women-owned business enterprise (M/WBE) capacity-building; workforce training programs, etc.
- Aggressively engaging the community in economic empowerment opportunities.
- Conducting outreach and certification training for minority- and women-owned firms, entrepreneurs, and others in order to broaden the pool of potential bidders for project contracts.

Use the Red Line as a Model for Breaking Down Barriers to Full Deployment of Local Resources for Design and Construction:

- MTA will create a role for small businesses using mechanisms such as the State's Small Business Reserve and Small Business Preference programs, and by identifying areas of work most appropriate for small businesses and bidding those as separate contracts. These and other mechanisms will encourage broad participation in the final design and construction of the project.
- MTA and Baltimore City will define rules of reciprocity between MDOT & City of Baltimore certification and work to align M/WBE certification requirements with DBE certification requirements.
- The City, MTA, and other partners will enlist support from Maryland's Congressional Delegation, General Assembly and advocacy community in identifying and winning changes to regulatory barriers to local hiring and M/WBE involvement.
- MTA will work aggressively to enforce requirements that subcontractors get paid promptly.

6

Recruit and Prepare Baltimore Residents to Work on the Red Line:

- MTA will require Red Line contractors to register available jobs with the Baltimore City Office of Employment Development which will then undertake outreach to ensure that community residents are aware of the job opportunities.
- The City and MTA will work with local educational institutions to promote transportation-related professions for young people. MTA will work with Red Line contractors to encourage transportation career opportunities and advancement over the course of the project.
- MTA will encourage project contractors to participate in the City's YouthWorks program.
- MTA will explore strategies to connect existing pre-apprenticeship programs for skilled trades to actual employment opportunities associated with the Red Line project.
- The Maryland Department of Labor, Licensing and Regulation will aggressively enforce wage and hour laws to ensure that a fair day's work results in a fair day's pay.
- MTA will establish a grassroots marketing strategy for Red Line employment opportunities, using existing resources such as established community-based organizations, the One-Stop Career Shops, Office of Employment Development, members of the Job Opportunities Task Force, Small Business Resource Center, and others.

Making the Red Line Green

Construction and operation of the Red Line will involve a wide range of health and environmental impacts and improvement opportunities. Instead of the conventional approach of identification and mitigation, the Red Line provides the opportunity for improving the quality of the air, water and health of the City and its residents. To the extent economically possible, the Red Line should improve the air and water quality, increase green space and improve the quality of life in the City compared to the conditions existing prior to implementing the Red Line. By implementing the following objectives and goals the Red Line can have an overall positive impact beyond that of providing clean transportation.

They did it. So can we.**Seattle's Sound Transit Environmental Policy in Action**

Sound Transit has made up for impacts of Link light rail construction to a small wetland located along the line. Mitigation includes restoration of another wetland owned by Seattle Parks and Recreation. Prior to restoration, the site consisted of an abandoned vehicle turnaround and paved boat ramp. In partnership with Seattle Parks, Sound Transit restored the wetland site that had been degraded by invasive plants, trash, and asphalt, and turned the site into a scrub-shrub and forested wetland with a vegetated buffer.

During the initial five-year monitoring period after construction, Sound Transit has been coordinating with Seattle Parks to maintain the mitigation area and control the presence of seasonal mosquito larvae in the ponded areas. The site has become a habitat for many animal species, such as turtles, amphibians and birds. It also provides natural treatment for stormwater runoff before it drains to Lake Washington.

Future plans at Beer Sheva Park include installing a sign illustrating the history of Beer Sheva Park and including information about wetlands.

7

Leverage Water Quality Improvement Opportunities

By partnering with the agencies responsible for implementing and regulating water quality, such as the Baltimore City Department of Public Works and Maryland Department of the Environment, MTA will seek to do the following as part of the Red Line construction process:

- Increase green space and reduce impervious surfaces through project landscaping where appropriate.
- Determine and implement improvements to the man-made drainage system crossing or being impacted by the Red Line.
- Use best management practices for storm water management at all Red Line parking facilities.

Realize the economic and environmental benefits of clean energy use on the Red Line

Major infrastructure projects like the Red Line can accelerate the use of renewable energy resources to provide cleaner energy for transit and the community. If designed properly, the Red Line Transit Project can result in a zero-emissions service. MTA will consider the following strategies as part of Red Line construction:

- Design Red Line buildings and facilities to conform to recognized sustainability criteria such as LEED.
- Work with local utilities to utilize clean energy production sources to meet the new energy demands of Red Line and associated energy users.
- Investigate the generation of energy as a revenue source for the Red Line and possible sources of funding/grants.
- Replace all buses in the MTA fleet with diesel hybrid electric models as current buses are retired.

Increase green space along the Red Line

As part of designing and constructing the Red Line, the City will work with the MTA and Red Line-area communities to do the following:

- Make excellent connections between the Red Line and the existing trail system.
- Look for opportunities to create green space along the Red Line for biking, walking and as a natural buffer between the system and the neighborhoods.
- Utilize this green space as a means to better integrate the Red Line into the community as a transition and as neighborhood commons for entertainment and exercise.

Create a Safe and Accessible Red Line

- The Red Line must not just be accessible for the elderly and people with disabilities; it must be convenient. MTA will include features such as low-floor vehicle boarding, elevators, etc. in the final design of the Red Line.
- The Red Line will be designed with pedestrian safety in mind. The City will coordinate with MTA and communities to ensure that positive guidance measures are used to steer pedestrians toward safe crossing locations and "safe routes to schools" concepts are used near schools along the Red Line. The MTA and the City will work together to implement quality of pedestrian signals near stations, including the implementation of "countdown" pedestrian signals.
- The City will work through with the affected communities on alterations to traffic patterns necessary because of Red Line.
- The City will coordinate with MTA to maximize pedestrian safety through access to crosswalks, especially in neighborhoods where the Red Line runs on the surface.

8

They did it. So can we.**Atlanta's BeltLine Partnership**

The BeltLine Partnership (BLP) is a non-profit organization committed to raising funds from private and philanthropic sources to support the BeltLine, a circular transit-way around the entire city of Atlanta. Established by the Mayor in 2005, they work with neighborhoods, businesses, community and faith organizations to raise general awareness and broad-based support for the BeltLine through fostering advocacy and coordinating private-sector engagement. Through regular outreach, they also serve to mobilize resources to address the social concerns raised about new development around the BeltLine.

Community-Centered Station Design, Development & Stewardship

Long after the Red Line is constructed and each day after the trains stop running, communities – and the people who live and work in them – will continue to be the backbone of our City. Capturing the economic and social benefits of the Red Line requires that communities must be involved now, during construction, and once the Red Line is operating, with strong support from their government and active participation by the private-sector.

As MTA and local governments decide on a Red Line Alignment, Baltimore City will develop and fund a Red Line neighborhood investment strategy to enhance the quality of life in Red Line station communities, including as many of the following actions as possible:

- Work with local foundations and other partners to create a public-private entity similar to Atlanta's "BeltLine Partnership" to raise funds and mobilize resources towards community revitalization on the scale of Baltimore's commitment to the East Baltimore Development, Inc., Park Heights Development Authority and the Westside Renaissance.
- Target City programs such as Healthy Neighborhoods, Main Streets, Heritage Area Grants, 1% for Art and other neighborhood investments in order to help Red Line station communities realize the benefits of improved transportation access.
- Commit capital improvement projects such as street resurfacing, alley and sidewalk repair, street lighting, etc. to Red Line station communities once construction is completed.
- Begin now to assemble land through the City's Land Bank, targeted acquisition strategies, etc. to make redevelopment possibilities more readily achievable.
- Implement non-traditional funding strategies for public/private partnerships to stimulate growth and development for Red Line station communities in order to achieve public amenities which may not normally be considered part and parcel of Red Line project costs.
- Prioritize City requests for Transportation Enhancement funds to Red Line station communities in order to implement landscaping and streetscape improvements, historic preservation activities, bike/pedestrian facilities; etc.
- Work with station area communities to seek grant opportunities for State, federal and private funding sources which can be used for public and private projects which may not normally be considered part and parcel of Red Line project costs.
- Identify and advocate transportation-related community enhancement projects which can be included in the reauthorization of SAFETEA-LU.
- Use data collected from the Red Line Draft Environmental Impact Statement as the basis for historic district designations.

9

MTA will work with the City to create a community-centered process for outreach and involvement in station design and development planning:

- Establish ongoing Station Area Advisory Committees (SAACs) in each station area with representatives from the communities, businesses, city government and MTA. Together with MTA, SAACs will develop outreach and education campaigns through churches, schools, libraries, dedicated station websites, etc. that target unique/specific population.
 - Provide a process for community review of publicly-sponsored development solicitations for transit-oriented development.
 - Plans and designs for Red Line stations should focus not only on the transit stop itself but also the surrounding area to enhance existing development and encourage future development.
 - Future development will further the goal of creating and sustaining mixed-income communities by enhancing the opportunities for individuals and families to have decent, safe, and affordable housing in Baltimore City, consistent with the requirements of the Inclusionary Housing Ordinance.
- Through the community-centered station planning process, MTA and the City will use good urban design to align community identity with stations and make stations attractive, safe, accessible, convenient and environmentally sustainable, including the following:
- A system of safe, well-maintained connections for pedestrians and bicycles to and from surrounding communities.
 - Aesthetically, historically and contextually-sensitive stations that complement the built environment in existing communities.
 - Parking management strategies at each station area with such provisions that limit parking intrusion on adjacent communities.
 - A full bicycle-integration policy that incorporates amenities for storage, use and accessibility.
 - Attractive, adequate lighting and security at, to and from each transit station.
 - Way-finding signage to and from community assets such as retail business districts, historic landmarks, parks, cultural institutions, etc.

The City and MTA will Work Together to Foster Long-Term Community Engagement and Stewardship of Red Line Stations through the Following Actions:

- Establish a partner-based entity for maintaining and providing security at each transit station, such as community benefits districts or "Adopt-a-Station" programs.
- Evolve Station Area Advisory Committees into Community Development Corporations (CDCs), as appropriate. Provide new CDCs and existing community-based development organizations with resources to build capacity and strength to achieve revitalization plans.
- Encourage sustainable design elements (low energy consumption, low impact design, etc.) in and around station areas.
- The City of Baltimore will require the establishment of community benefits agreements for any City-financed transit-oriented development projects.
- Involve communities in recruitment of retailers and employers in order to demonstrate community commitment to business success.

10

Aggressively Plan & Manage Construction to Limit Community Impacts

We recognize that construction of a major public works project such as the Red Line has the potential to be disruptive, messy and potentially burdensome for the communities where construction will occur. We also recognize that these construction impacts can be managed and mitigated. At the very least, construction of the Red Line should "do no harm" to residences, businesses and neighborhoods and, with thoughtful planning and constructive community engagement, opportunities exist to enhance our neighborhoods as a result of the project construction.

We recommend that the following principles guide the final design and construction process for the Red Line. Each of these principles is based upon strategies which have been successfully deployed in other cities and which should be considered and implemented as appropriate. Where possible, these items should be addressed in specific and enforceable contract language issued by the MTA.

**They did it. So can we.
Salt Lake City's 400 South TRAX Project**

During construction of the 400 South TRAX light rail line, the city sought to proactively manage the impact of construction on businesses and property owners. They hired an ombudsman, who prepared for and immediately responded to issues related to business access, traffic/parking, utility interruption, noise disruptions, and other concerns. The city also ensured that information about construction was shared frequently and openly with all community members. Finally, contractors were given incentives for minimizing construction impacts on neighborhoods.

MTA will create early, excellent, and transparent project communications through the following actions:

- Employ liaisons to coordinate and disseminate information among agencies/contractors and residents/businesses, and provide "rapid response" when issues occur. To the extent possible, liaisons will be hired from affected communities.
- To maximize community contact and take advantage of existing community networks, liaisons should be embedded in established organizations along the corridor such as community development corporations, umbrella organizations or special benefits districts.
- Establish regular communication mechanisms such as a highly functional project website, email distribution list, reverse 911 and project newsletter to notify residents/businesses of disruptions, construction schedules, etc.
- Be sure that all project communications are in layman's terms, provided in multiple languages and available in multiple formats.
- Activate a 24/7 hotline for emergency information, reporting and response.

11

MTA will create a strong, independent monitoring and reporting program for construction impacts, with a fair, independent dispute resolution process, including the following:

- Provide for independent monitoring and reporting (via project website) for noise, vibration, air quality, time and place restrictions, vector control, hazardous materials, water leaks, etc.
- Establish a community-based monitoring and outreach program, such as the project created with East Baltimore Development, Inc., using project-area residents to educate other residents about public health issues associated with construction, and to deploy proactive strategies to reduce impacts.
- Notify the community if existing green space will be converted to some other use, utilizing communication mechanisms described above.
- Offer incentives/assess penalties for contractor compliance/non-compliance with approved mitigation and management plans; explore investing penalties back into the affected community rather than deducting from contractor payments.
- Work with a group such as the Baltimore Mediation Center or Community Law Center to proactively resolve matters in a setting that does not require full legal action.

Provide support to affected residents and businesses, including the following:

- MTA will implement an aggressive small business marketing campaign to reinforce that construction areas are "open for business."
- MTA will minimize the loss of parking in residential and small-business retail areas through strategies such as discounted off-street parking or shuttle bus service.
- The City will create a mitigation fund to compensate business/property owners for loss of revenue or patronage during construction; provide for low-interest loans, façade improvement grants, etc. to business owners in affected areas.
- MTA will provide information to contractors about local suppliers, vendors and merchants during construction.
- MTA will provide every property owner adjacent to construction activities with a third-party pre- and post-construction inspection for structural tolerances, damage, foundation cracks, etc. Establish an ongoing monitoring program and protocol for properties which may be affected by Red Line operations.

MTA will implement and enforce construction restrictions and requirements which limit community disruption, including the following:

- Reject alternatives which require involuntary residential displacements as a result of the project.
- Minimize nighttime construction in residential areas.
- Require that contractors use best practices for low-emission construction equipment, such as the use of ultra-low sulfur diesel fuels, equipping machinery with diesel particulate filters, limiting vehicle idling, etc.
- Reduce dust by providing for regular watering of construction sites and daily street-sweeping where appropriate, as well as other amenities.
- Require off-site parking for construction workers in areas with limited on-street parking.
- Schedule delivery of materials during non-rush hours; clearly establish and identify truck routes and staging areas for the delivery and disposal of materials.
- Locate stationary equipment as far as possible from noise-sensitive land uses.

12

MTA will work to honor and protect community, historical and cultural resources by carrying out the following:

- Work with the City, communities, and other partners to create an independent advisory committee to deal specifically with historic preservation issues throughout the corridor.
- Implement vibration-reducing measures during both construction and operations near historic buildings.
- Maintain an on-site historical/cultural resource specialist/advocate who will serve as a liaison during construction in historic areas and who can be contacted at all times.
- Develop and fund plans to highlight historical and cultural resources such as interpretive displays at stations, historically-appropriate street lighting and other street fixtures, promotional events, completion of National Register of Historic Places applications, etc in Red Line station areas.
- In all cases, provide for fair compensation of property owners where right-of-way acquisition is needed. Allow for creative strategies to compensate property owners if construction affects their property such as the replacement of landscaping, reconstruction of steps, etc.

13

Members of the Community Compact Development Committee

The Baltimore Red Line Staff extends its sincerest gratitude to the following representatives of community organizations, non-profits, City agencies, faith-based institutions, and small businesses for their assistance in the development of the Red Line Community Compact. Your input and hard work were invaluable, and we could not have realized such a ground-breaking document without your help. We apologize if we have missed including the names of anyone else who aided us in this endeavor. We are truly grateful and appreciative for your vision, your time, your talent and your support.

Jean Allen, Edgewood Neighborhood Association	Logan Mitchell, Sr.
Natalie Austin, St. Bernadine	Dileep Monie, Falls Point Residents' Association
Angela Bethea-Spearman, Uplands, SWDC	Jamose Muhammad
Judy Boulmetis, Market Center Merchants Association	Peter Nothstein
Molly Buchheit, GBC	Larry Nunley
Princess Clifton	Charles Okoko, BCDOT
Edward Cohen, TRAC	Cabin Peete, Jr., CPHA
Sandy Conner, Sojourner-Douglass College	Dan Pontious, CPHA
Jeffrey Dingle	Zelda Robinson, WBC
David Fields, The Final Grade & Pave, LLC	Otis Rolley, III, CMTA
Arlene Fisher, Lafayette Square and Harlem Park	Dora Sherrad, Regnet Heights Community
Darrell Frazier	Charles Smith, HCD
Brian Greenan	Glen Smith, Morgan State University
Terrance Hancock, BDC	Jeffrey Smith, MOED
Sandy Harley, Sahara Communications, Inc.	Kevin Sullivan, BCDOT
John Hopkins, Baltimore Heritage, Inc.	Yolanda Takesian, MIRA
Bruce Jennings, BCCC	Shirley Thompson, Maryland Minority Contractors Association
Pless Jones, Sr., P&J Contracting Company, Inc.	Benzenia Townsend
Samuel Jordan	Luc Williams
Rubila Lima, Office of City Council President	Saul Wilson, TRAC
Natalie Luis	
Joseph Madison, BCDOT	
Renee McCray, Southwest Better Community	

14


APPENDIX F

Station Area Advisory Committee Materials

New Links-Baltimore Seminar Brochure

PROGRAM

New Links BALTIMORE



BALTIMORE RED LINE Red Line Stations Taking
Communities To New Places

Saturday, October 9th
8:30 a.m. – 3:00 p.m.

Coppin State University

MTA Maryland **BALTIMORE RED LINE**

Welcome

October 9, 2010


Dear New Links-Baltimore Attendee:

It is my pleasure to welcome you to one of the most important community events for Baltimore's Red Line project – New Links-Baltimore, bringing together the many volunteers participating in the Red Line Station Area Advisory Committees (SAACs). New Links-Baltimore is a program designed to foster collaboration and station area planning assistance.

The Maryland Transit Administration is grateful to our community leaders and national experts who will today begin the process of developing Red Line stations which meet the needs of residents, businesses and commuters. Fulfilling the commitment made in the Red Line Community Compact, the SAACs are charged with leading and guiding the process of determining how the Red Line will function in each of their respective communities and channeling this advice to the MTA as it proceeds in station area design and development.

We are appreciative of our invited guests who have come to share expertise and information which has helped communities understand important concepts, principles and best practices that raise the value of rail stations and make them an integral part of community development and revitalization. What you hear today will be thought-provoking and informative; we encourage you to listen and engage as you prepare to impact your communities. Thank you for your participation and for your continued interest in the Red Line.

Sincerely,



Raligh T. Wells
Administrator

Schedule

Opening

Time	Topic	Speakers
8:30 to 9:00	Registration	
9:00 to 9:10	Overall Agenda and Welcome Prospects and Expectations	Jawauna Greene, Master of Ceremonies Raligh Wells, MTA Administrator
9:10 to 9:30	Kicking-off New Links-Baltimore	The Honorable Elijah E. Cummings U.S. House of Representatives Maryland's 7th Congressional District

Session 1: Preparing the Station Area for Community-Supportive Investment

The area around a transit station creates an opportunity to realize long held community goals and visions. Neighborhoods can be positively influenced by the introduction of new transit infrastructure and enhanced service provided by the Red Line project. As participants prepare for a future served by a new rail station, understanding how to preserve what is valued and target change where it is needed will be the focus of the tools provided in this session. Whether the station is part of a very stable complete community or one with a broad range of new development, the investment that may be drawn to places with high-value transportation should be focused toward improving life and opportunities to those currently living along the line.

Time	Topic	Speakers
9:30 to 11:00	<ul style="list-style-type: none"> Design Matters: Station Design and Community Character This presentation discusses the principles of successful transit-oriented development (TOD), specifically on how a station's design and area planning can help enhance existing community character and achieve community vision. The principles will draw from best practices in planning and implementation of TOD across the country. Brief case studies on TOD around light rail station areas will illustrate each principle. Vision and the Art of Knowing What You Want Transportation improvements represent a major change for any community. With careful planning, these improvements can be leveraged to enhance the community. This presentation draws upon experiences in New Jersey and Pennsylvania, including New Jersey's Transit Village concept, to highlight how communities worked proactively with transportation and local planning agencies to realize broader community development goals. Rail Transit: A Community Building Tool Although federal policies and guidelines require the integration of community goals with transit projects, many communities find this a challenging task. This case study looks to the City of Charlotte, a community that has successfully embraced integrated land use, transit planning and decision making, ending up with one of the country's most recognized success stories for transit implementation. Charlotte's successful transit planning and implementation are direct results of a forward thinking regional growth strategy, coupled with targeted land use and infrastructure investments and a coordinated transit supportive land use policy and regulatory framework. 	GB Arrington, PB Placemaking Anish Kumar, tradesign Debra Campbell, Planning Director, Charlotte, NC

11:00 to 11:15 Break

Session 2: Station Areas as Part of a Complete Transportation System

Light rail transit along the Red Line will expand opportunities for neighborhoods, business, education and entertainment districts, and for the region as a whole to move toward a broader range of transportation choices, rather than the current expectation that the private car is needed for most trips. Recent concepts of car sharing, circulator bus, downtown, and bike-to-work in the region are being welcomed by communities in Baltimore City and County. They present a real choice for people wishing to live car free and "car light." This session will present the tools to create complete transportation systems where walking, biking and transit help to create better places and transportation experiences, including for those continuing to travel by car.

Time	Topic	Speakers
11:15 to 12:40	<ul style="list-style-type: none"> Parking Management and Transit Incentives to Achieve Community Goals Traditional paradigms for transit access are shifting in acknowledgement of the place-making and transit-oriented development opportunities that new transit stations bring to neighborhoods. This session will help dispel the myth that park and ride parking is needed at all transit stations. Real performance data around the United States suggests that less parking brings more riders through the benefit of mixed-use compact development, faster transit, and a healthy integration into existing neighborhood capacity of dramatic mode shift. Concerns about spillover, drop-off, and development feasibility will be discussed. 	Jason Schrieber, Nelson\Nygaard

11:15 to 12:40 (continued)

- Simplifying the Walk to and from Transit Service**
The transit trip is commonly bracketed by a pair of pedestrian trips. "Simplifying the Walk to and from Transit Service" will focus on infrastructure and operational ideas that support the pedestrian part of a transit trip. It will illustrate a variety of improvements and strategies to help overcome common obstacles to walking to and from transit access locations.
- Complete Streets for Transit-Oriented Places**
Transit-oriented places must consider two things: the quality of the surrounding street network and the level of multimodal access. By focusing on Complete Streets, we promote pedestrian and bicycle use, improve safety, reduce congestion, and ultimately encourage use of public transit. This session will focus on transportation design for livable communities. We will look at safety issues, street layout, low auto dependence patterns, appropriate speed, capacity, and traffic volumes. We will discuss street dimensions, traffic calming, main streets, "road diets," the role of street trees, on-street parking and other features leading toward the successful movement of people and goods, all while creating great places to live and work. Participants will learn from case studies that demonstrate model projects in town centers, revitalized main street environments, and other great transit-oriented places.

12:40 to 1:00 Lunch

Session 3: Creating the Station as a Valued Community Place

Each new Red Line station agrees to become a special place that not only functions to shelter and serve light rail passengers, but one that helps to share and reinforce community identity and history. Transit's role in shaping urban form can be as important as its transportation function. At the same time, the type and nature of development around transit can greatly influence transit's effectiveness. This session focuses on ways to think about the station itself, whether it serves to bring employees into a major job center or becomes a community gathering space where neighbors connect in their daily commute or during the occasional trip downtown. The potential of the station to deliver on the goal of place-making presented in the morning session will depend on some of the components, both design and program-based, discussed in this session.

Time	Topic	Speaker
1:00 to 2:30	<ul style="list-style-type: none"> Urban Form and the Multiple Responsibilities of Transit Stations Throughout North America, the definition of Transit Oriented Development tends to force a single transit solution within a single land use programmed solution onto the different types of communities served by transit. But the land development patterns are sophisticated and diverse with a multitude of conditions. The types of solutions that might be appropriate in older neighborhoods close to downtown are different from those that might work in new and growing areas. This presentation illustrates a framework for looking at the transit corridor's context, its multiple station types, the existing and desired community form that will be served by transit, and the important differences among station functions, places and destinations. This framework of thinking will clarify the differences between these communities and outline a variety of development regulations, investment priorities, and design responses. Station Making Basics Transit stations can be places people love, whether they are using transit or not. A key is to balance the needs of all users and strive for something more than simply a "place to arrive and depart from." This portion of the session will discuss how applying seven basic principles of good urban design can result in stations that are considered community assets and achieve multiple objectives. With a Station as Catalyst, Building a Community-Inspired Public Realm This session will provide a "lessons learned" case study of the development of the Columbus Heights, DC, Public Realm Plan, which was started in 2007 and is now nearing completion. The Framework Plan was developed according to the District's principles for transit-oriented development, with a focus for public realm improvements for a one-quarter mile radius from the Metro Station. The goals for the public realm were to strengthen community identity, celebrate diversity and create a lively and safe experience. Design of the public space and streetscape were based on the community inspired design theme of a "kaleidoscope," and include a clock place with photovoltaic sculptures and locally designed art. The presentation will illustrate the roles and responsibilities of agencies, the private sector, the community leadership and residents that were necessary to achieve what is quickly becoming a highly valued community asset. 	Mike Coleman Kittelson & Associates, Inc. Dan Burden Walkable and Livable Communities Institute Troy Russ Director of Planning and Building Safety Louisville, Colorado Jim Hencks, PB Placemaking Otto Condon, ZGF Architects

Closing

Time	Topic
2:30 to 2:50	Pledges of Support
2:50 to 3:00	Thank You and Next Steps

More About the Poster Sessions:

Red Line SAAC facilitators and presenters have provided a series of posters representing some of their own experiences and favorite examples of fully integrated rail stations. The posters present some of the lessons available to us as we envision the location, design, area improvements and potential partnerships needed to realize a fully integrated Red Line. The posters will be part of a resource library available on the project web site to SAAC members and the communities they represent.

Speakers

GB Arrington
Principal Practice Leader,
PB's PlaceMaking Group
Vice President, PB, Portland, OR



GB Arrington is the Principal Practice Leader for Parsons Brinckerhoff's Place Making Group. He is responsible for providing strategic direction and leading PB's global transit-oriented development (TOD) practice.

He is internationally recognized as a leader in TOD. His work has taken him across the United States, to China, Australia, New Zealand, Dubai and the Caribbean. During his career, he has directed the preparation of

Before joining PB, he charted a new, award-winning direction for Portland, Oregon's transit agency. His innovative planning and community involvement strategies changed the face of transit and land use in the Portland region and received awards from the White House and the Federal Transit Administration.

GB is one of the founders of both the PlaceMaking Group and the Rail-Volition Conference.

Anish Kumar, AIA, AICP, PP
Managing Principal, Anish
Principal, PB, Portland, OR



As Managing Principal at Anish, Anish leads the firm's master planning and urban design practice from studios in Atlanta, Chicago, Dubai and Shanghai. His expertise encompasses a wide range of transformative urban projects in communities throughout the world.

Anish has a strong commitment to sustainable development and urban place making. His strength as a conceptual thinker enables him to translate his clients' business goals into practical strategies and ambitious designs for the integrated development of buildings, infrastructure, and open space, over 1500 years.

Debra D. Campbell
Planning Director,
Charlotte-Mecklenburg Planning
Department, Charlotte, NC



Debra Campbell has over twenty-five years of experience in the field of Urban Planning, Transportation/Land Use Integration, Transit Station Area Planning & Development, Neighborhood and Business Corridor Revitalization, Housing and Community Development. Her mission is to develop and implement public policy that makes Charlotte-Mecklenburg an eminently livable, economically vibrant and memorable urban center.

Debra Campbell is responsible for leading a Joint City County Planning agency that provides planning services for the City of

Charlotte and the unincorporated areas of Mecklenburg County. The Planning Department's current 65 member staff is responsible for the ongoing historic district designation and subdivision processes, providing transit station, business corridor and neighborhood planning services, annotation and capital needs assessment processes, staff support for long range transportation planning (MLMD), and zoning administration and interpretation. The Department also works with a 14-member appointed Planning Commission.

Jason A. Schriber, AICP
Principal, Nelson\Nygaard Consulting
Associates, Boston, MA



Jason Schriber, AICP, is a Principal with Nelson\Nygaard Consulting Associates, headquartered in San Francisco, California. Out of their Boston office, he leads much of the firm's east coast work in downtown planning, transit-oriented development, and parking management. Prior to joining Nelson\Nygaard in 2006, Jason led transportation planning for six years at the City of Cambridge's Traffic, Parking and Transportation Department. Jason has become a specialist in understanding how cities' transportation infrastructure affects their economic prosperity, environmental impact, and income distribution. A significant part of his work is understanding how the function, economics, and spatial impacts of parking impact downtown economic development, livable communities, and neighborhood place making.

Nelson\Nygaard leads some of the most progressive downtown master planning efforts today, including exploring the relationship of density, use mix, and connectivity to trip generation, parking demand, and CO₂ emissions; demonstrating the effectiveness of revealing parking cost for reducing housing cost, reducing travel demand, and increasing revenues for transit and streetscape improvements; and restructuring performance indicators to assess the quality, safety, and cost-effectiveness of downtown transportation strategies, as opposed to simple vehicle throughput.

Mike Coleman, PE
Associate Engineer, Kittelson & Associates, Inc.
Portland, OR



Mike Coleman, PE, has over 35 years of planning and transportation engineering experience, primarily as a steward of Portland, Oregon's light-rail and transportation system. Mike's extensive experience in the daily operations of a community's transportation system has proven to be a significant asset to other communities. Since joining Kittelson & Associates three years ago, he has provided traffic engineering expertise on many projects where pedestrian improvements were constructed to support and promote transit access.

He is currently leading the multimodal transportation engineering design of Portland's next light rail and street car extensions. Mike has an extensive history of successfully working with engineering, architectural, planning, and maintenance professionals, citizens and their elected representatives, and a wide range of public agencies to develop, design, construct, operate, and maintain a community's transportation system.

Dan Burden
Executive Director and Co-founder, Walkable
and Livable Communities Institute, Inc.
Port Townsend, WA



Dan Burden is an internationally recognized authority on livable and sustainable communities, healthy streets, traffic calming, and bicycle and pedestrian programs. Dan is cofounder and executive director of the non-profit Walkable and Livable Communities Institute located in Port Townsend, Washington.

Dan has focused nearly his entire career on helping the world get back on its feet. By inspiring

residents, policy makers, planners and designers to change their built environments to accommodate people, not just cars, Dan has helped more than 3,000 communities become more walkable and livable. Dan does more than analyze and design; he motivates and ignites passion. Dan illustrates the benefits of sometimes simple and oft-overlooked changes, and provides a road map for inspired citizens to create neighborhoods, commercial centers and entire communities that are more healthy and connected.

Troy P. Russ, AICP
Director of Planning and Building
Safety, City of Louisville, CO



Troy Russ is the Director of Planning and Building Safety for the City of Louisville, CO. Money Magazine's 2009 Most Livable City. Troy has 18 years experience integrating land use and transit solutions throughout the United States and Canada. As Principal of the nationally acclaimed Giering Jackson, Troy led the country's largest transit station area planning initiative - a five corridor and 64 station system in Charlotte, North Carolina. Troy also recently completed a regional policy framework and design guide for the integration of light rail transit with land use activities for the Canadian City of Edmonton, Alberta.

James Hencke, ASLA, LEED AP
Supervising Urban Designer,
Landscape Architect, PB PlaceMaking
Portland, OR



James Hencke is a supervising urban designer and landscape architect with Parsons Brinckerhoff's PlaceMaking Group in Portland, Oregon. He has 30 years of national and international planning, urban design, and landscape architecture experience working with the public, government agencies, private stakeholders, and financial consultants to craft award-winning, locally

supportable plans and strategies. Recently, his work has focused on integrating transportation facilities with surrounding communities to achieve livability, Smart Growth, and sustainability.

Otto Condon, AICP
Principal, ZCF Architects LLP, Washington, DC



Otto Condon is an Urban Design Principal in the Washington, DC office of ZCF Architects LLP. ZCF's design approach is to capitalize on the unique qualities of each place to create buildings, infrastructure and public space that respect the existing environment and strengthen or even heal the fabric of which they become a part. The firm has completed numerous nationally recognized urban design projects, including the planning and architectural design of the MAX Light Rail system in Portland, Oregon.

Otto has more than 21 years professional experience in urban design, community planning and site architecture projects. He has been extensively involved in the development of plans and projects for downtowns, neighborhoods, housing, medical and educational institutions, transit and public realm improvements in cities nationwide, including Boston, Portland, Chicago, Baltimore, and Washington. A resident of the U Street Corridor, he is involved with non-profit and community organizations, such as the Coalition for Smarter Growth and Groundwork Anacostia River DC, and has also participated on several Urban Land Institute advisory service panels.

APPENDIX F

Station Area Advisory Committee Materials

Columbia Heights Walking Tour – Summary

STATION AREA ADVISORY COMMITTEE COLUMBIA HEIGHTS WALKING TOUR SUMMARY

December 4, 2010

Thirty Red Line Station Area Advisory Committee members boarded the Metro at the Greenbelt Station to attend a walking tour of the Columbia Heights Transit-Oriented Development (TOD) in Washington, D.C. on December 4, 2010. The Columbia Heights Streetscape Project was one of many examples of development and enhancements that can be achieved in communities undergoing transit investment presented at the *New Links-Baltimore: Red Line Stations Taking Communities to New Places* Conference in October 2010.

Otto Condon, lead designer for the Streetscape Project and a Principal at ZGF Architects, hosted the tour, speaking with the SAAC members about the station planning process for Columbia Heights. Condon—and one resident from the Columbia Heights community—highlighted the many considerations that must be made in the station planning process to make livability, sustainability, affordable housing, and other goals attainable during development.

The tour served as an inspiring example of the enhancements that are possible for Red Line Station Areas and alerted SAAC members to the real considerations that must be made to make transformation happen. The lessons, of which highlights are outlined below, will provide additional guidance for SAAC members as they vision their Red Line Station Areas.

The concerns addressed in the community plan must be reflected in Request for Proposals (RFP) or any other process that outlines the scope of the project for potential developers. The first RFP for the Columbia Heights Streetscape Project did not reflect the community's concerns, causing significant frustration among community members. In addition to avoiding feelings of isolation and frustration, a vision should be recognized as a potential contributor to an RFP. The identification of parcels for development, for example, should be included in a plan or vision to increase the chances that the desired transformation occurs at the desired locations.



The community plan must be clear and concise for the best chances of being implemented in future development. The Columbia Heights Community Plan outlined a requirement for 20-foot sidewalks to allow for activity and landscaping and included a design concept for public art. Mosaics were incorporated into the sidewalk design to represent the Columbia Heights community members' description of the community as a kaleidoscope. The size of tree wells and the use of structured soil were also specifically stated in the Plan's design guidelines. A provision for inclusionary housing—20% of new housing units had to be affordable—in the Plan was incorporated into RFPs. A maintenance strategy for the area's public space and streetscape were also outlined in the Plan. Those things that the community collectively determines are important to the future of the station area should be included in the station area vision.

Creating the type of environment envisioned might require compromise and will require patience. The 20-foot sidewalk requirement in the Columbia Heights Community Plan resulted in more traffic congestion, which was accepted because it meant the area had more activity on the streets. This dynamic Columbia Heights corridor took twenty years to plan and implement. It did not happen overnight!

Public spaces that are central and special can attract the type of activity that creates vibrant and safer streets. The Columbia Heights community put a lot of thought into developing a place that brought together and empowered the community. A plaza, which was the center of the Plan and is the site for a fountain, is considered the most successful part of the Plan. Today it is used for salsa dances, children activities, and a farmers' market—all activities that generate activity and add to the area's vibrancy.

A process that is collaborative and transparent is a good process. Small committees worked with design professionals to narrow down concepts that would be presented to community stakeholders for input and feedback. The Columbia Heights Streetscape that was the focus of the tour is the result of many voices that included small dedicated committees like the Red Line Station Area Advisory Committees and the many stakeholders that they will communicate with during the SAAC process.



APPENDIX F

Station Area Advisory Committee Materials

Special Meetings for the Operations and Maintenance Facility at the Calverton Site



Agenda

- Presentation (20 minutes)
- Questions & Comments (30 minutes)
- Next Steps – (5 minutes)

3

Why Are We Here?

- Public Involvement is a key element of the Red Line project. NEPA, Community Compact & commitment of the MTA
- SAACs requested more information on the OMF
- The Red Line designers now have a Concept Plan developed.

4

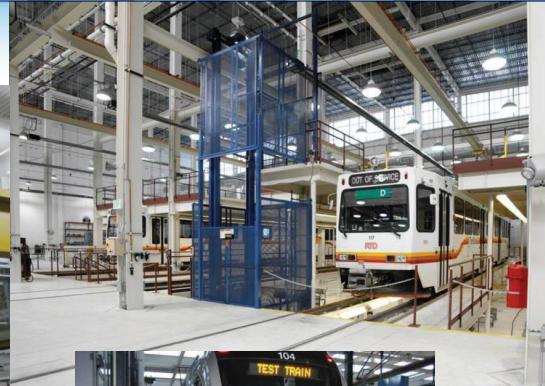
North Ave. OMF



Other Shops



Work on roof of LRV
and cranes require high
spaces



7

OMF Site Location

South of US 40 (Franklin Street) and east of Franklinton Road

Perkins Square
Baptist Church



Rosemont
Station

Calverton
OMF

West Baltimore
MARC

8

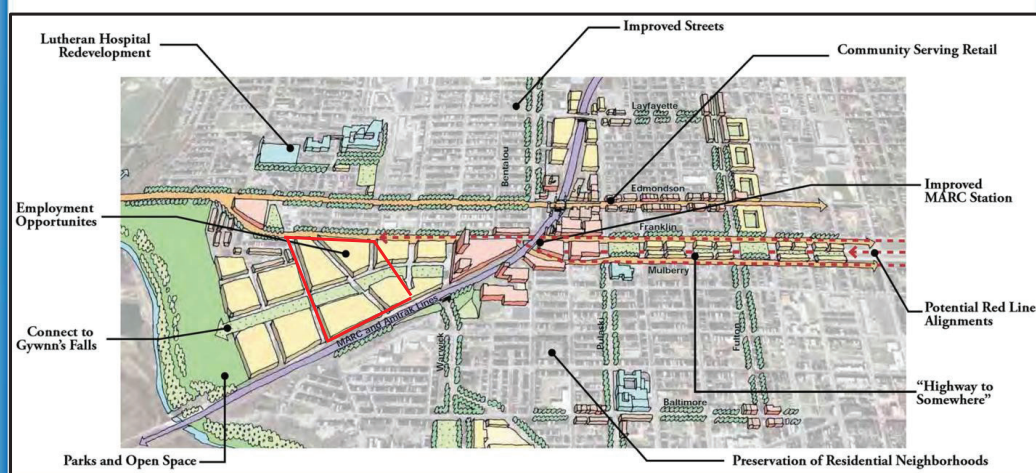
Why Calverton Site Was Chosen

- Close to center of corridor
- Works well from an operations standpoint
- Provides adequate space (21 Acres) for required functions, i.e. maintenance vehicle parking, materials storage, etc.
- Appropriate zoning – manufacturing/business
- High portion is publicly-owned
- No residential acquisitions

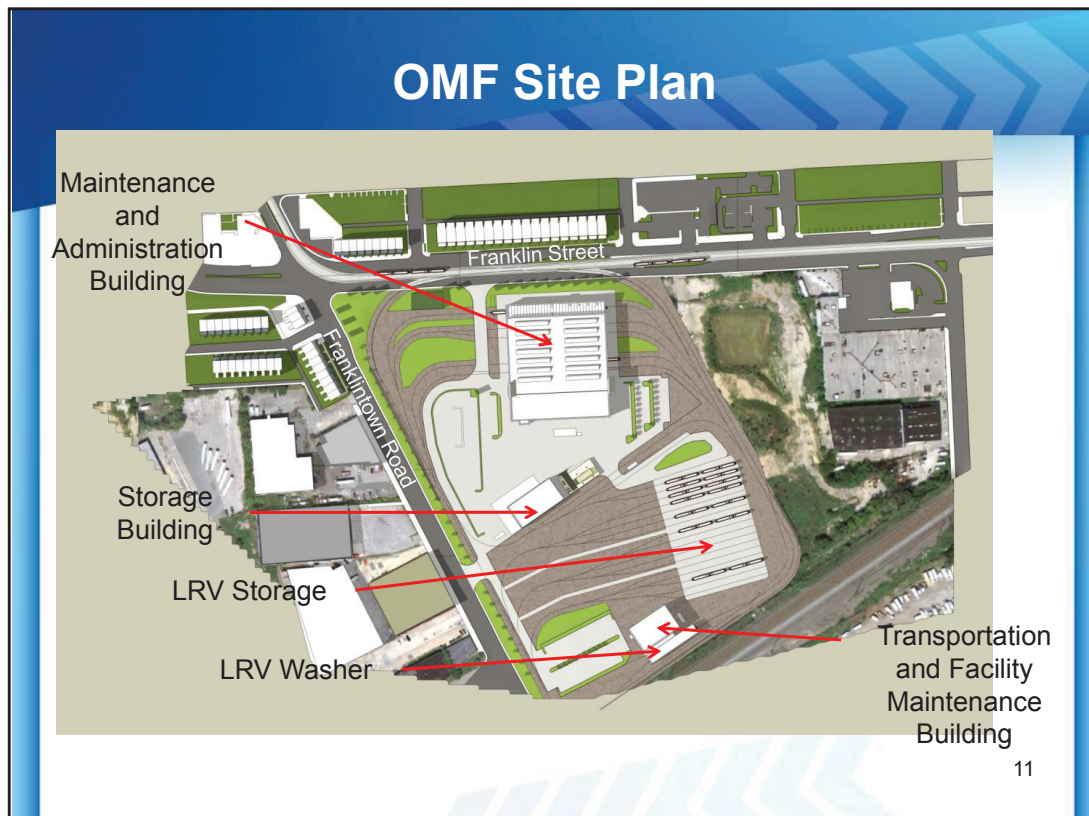
9

OMF Site Location

W Baltimore MARC Strategic Plan 2009



10



Key Functions & Features

- Storage capacity for 32 light rail vehicles (LRV)
- Shop capacity for 10 vehicles
- Campus of maintenance and administration buildings
- Outdoor storage for track and rail systems materials and equipment
- Employee reporting location
- On-site employee parking

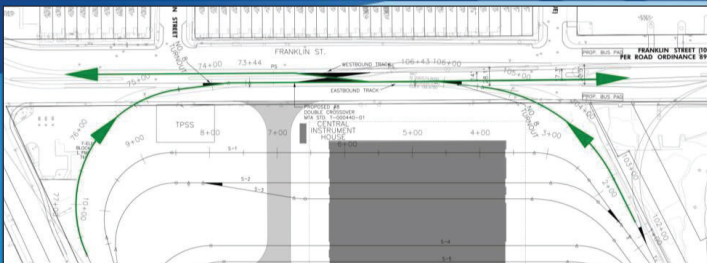
12

Daily Activities in OMF

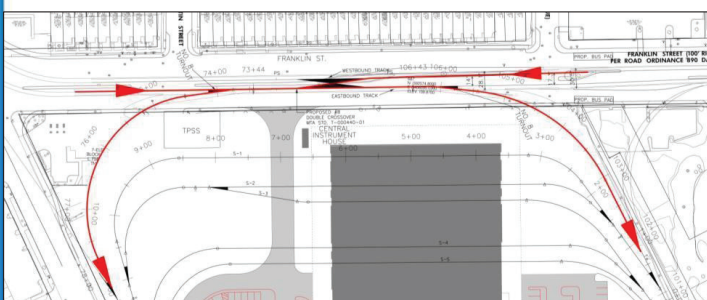
- 16 two-LRV trains depart yard and return at least once daily
- Wash and clean the interior
- Some cars will receive scheduled inspections
- Some cars may receive repairs

13

Rail Vehicle Movements

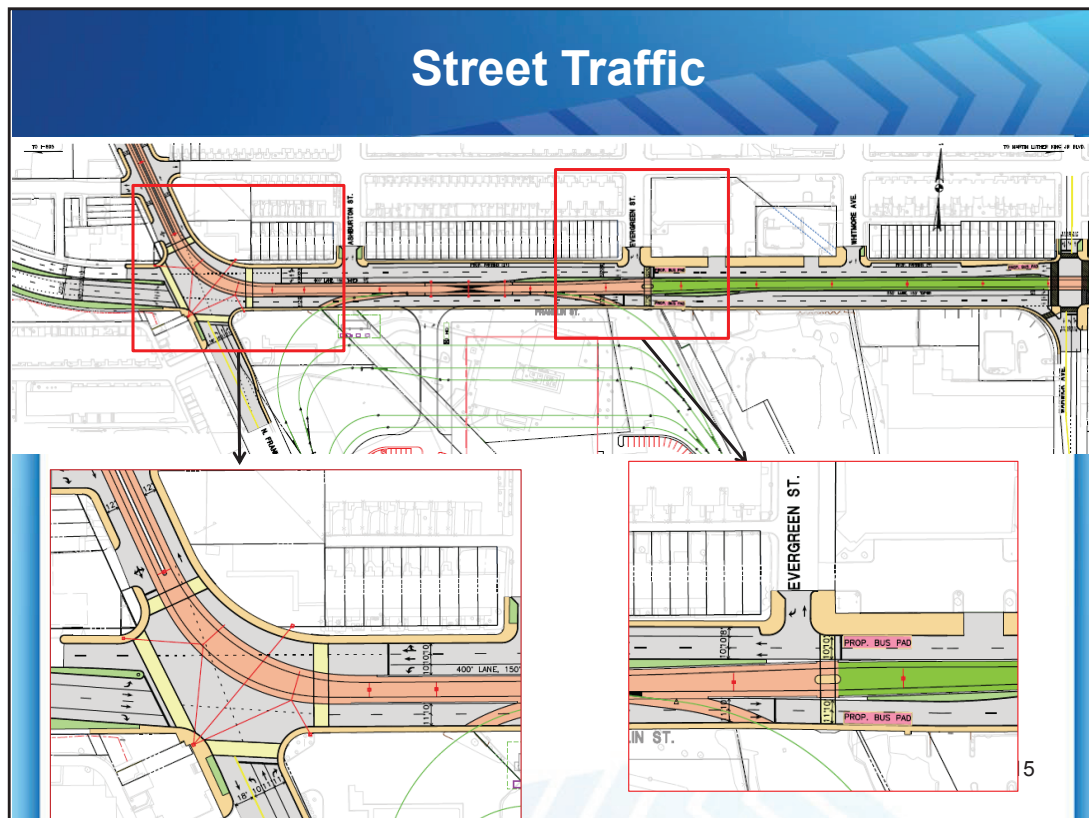


Trains Pulling out
4:30 AM to 6:30 AM



Trains Pulling in
9:30 PM to 1:15 AM





Appearance

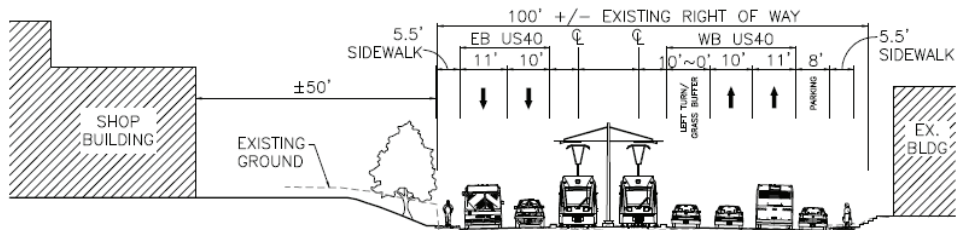
- Aesthetics will be an important consideration for the Calverton OMF
- Landscaping
- Screening on Franklin
- Set back 50' from Franklin
- Low lighting poles
- Maximum distance from most train activity

Appearance Preliminary Rendering of Site



17

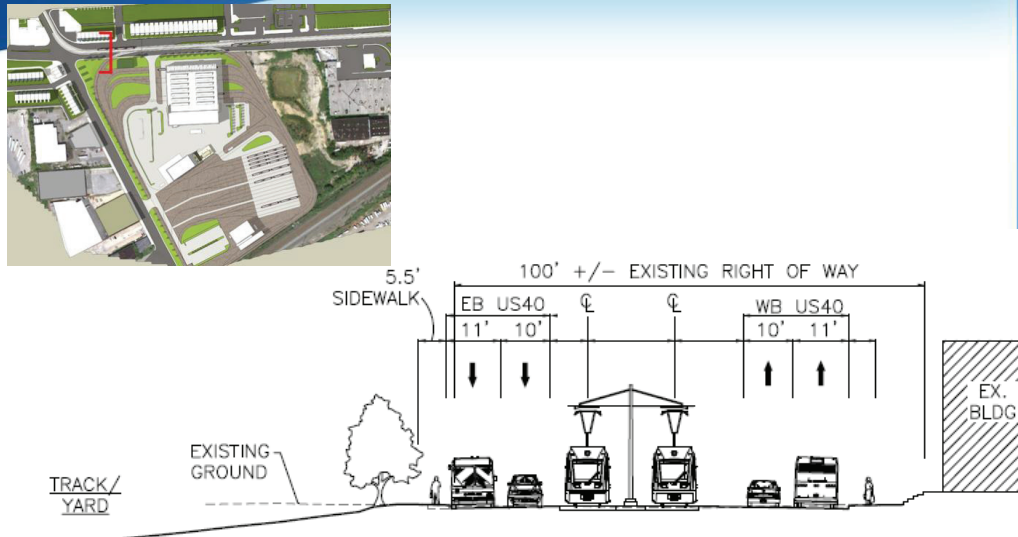
Appearance Neighborhood Scale



Franklin Street Section
East End Looking West

18

Appearance Neighborhood Scale



Franklin Street Section
West End Looking West

19

Appearance Neighborhood Scale



Franklinton Street Section
Looking North

20

Team Continues to Study

- Site Plan
- Noise & Vibration
- Lighting
- Building Architecture
- Landscaping
- Traffic control

21

Next Steps

- Designers have listened to your comments and will refine designs.
- Design will continue through 2013 and 2014
- The Red Line team will come back to the community – likely a fall timetable and more next year.


22

Public Outreach Initiatives


- Continuous Public Meetings and Informational Sessions
- Community Meetings, Civic Groups, and Community Events
- Station Area Advisory Committees
- Community Resource Hubs
- Newsletters and Mailings
- Website – www.baltimoreredline.com
- Facebook: Red Line Liaisons
- Community Liaisons

23





Program Management Team
900 South Charles Street
Tower Ten, Suite 1020
Baltimore, Maryland 21201



OPERATIONS AND MAINTENANCE FACILITY

PUBLIC INFORMATION MEETING #1

Date: April 12, 2012
Location: Perkins Square Baptist Church
 Lower Sanctuary
 2500 Edmondson Avenue
Start Time: 6:30 p.m.
Adjourned: 8:30 p.m.

Attendees: See Attached Attendance

Introduction

1. Welcome
2. Meeting Format – A Presentation, Question/Comments from the audience and Tables with Information. The information at the tables showed the alignment, the Rosemont Station and the Operations & Maintenance Facility site on an aerial map. Staff is available to answer questions and take comments after the main presentation.
3. Ms. Lue will have a sign-up sheet for anyone wishing to attend a tour of the North Avenue Operations & Maintenance Facility.
4. There are comment cards available, which people can fill out and provide to staff.
5. Ms. Lue is the Red Line Community Liaison for this area and can be contacted on clue@baltimoreredline.com or 443-691-9160.
6. This is the first meeting to discuss the Operations & Maintenance Facility; there will be future meetings to continue discussions regarding the design.

Presentation

1. The PowerPoint and meeting notes will be posted on the Red Line web site www.BaltimoreRedLine.com
2. Meeting purpose:
 - a. Provide up-to-date information for the Red Line Operations & Maintenance Facility.
 - b. Answer questions and receive comments pertaining to the current plan.

Questions and Comments

1. **Coming out of the Operations and Maintenance Facility are you going onto Edmondson Avenue near Warwick?**
 - The Operations and Maintenance Facility is a few blocks west of Warwick Avenue.
 - The alignment east of Warwick Avenue (east of the West Baltimore MARC station) has tracks coming from downtown running in the median of US Route 40 highway. The tracks split at about Pulaski Street with the westbound track running under the Amtrak line along Franklin Street, and the eastbound track running under the Amtrak line along

RL-80-04-066-00340-00-120412

Red Line Operations and Maintenance Facility
 Public Information Meeting #1
 Meeting Minutes
 April 12, 2012

Mulberry Street. The tracks come back together in the center of Franklin Street (US Route 40) by Warwick Avenue and continue in the median.

- The alignment continues west in the Franklin Street median and turns north on Franklintown Road and then west on Edmondson Avenue where the Rosemont Station is located. The tracks continue westward in the median going out Edmondson Avenue. Just past the Giant store, on Edmondson Avenue, the track will enter a tunnel and proceed westward under Cooks Lane.

2. There has been some community concern – in terms of going up Edmondson Avenue. Will the project shift some of the curb area?
 It depends on where you are along Edmondson Avenue. Edmondson Avenue looks like it is very straight, but it is not, the alignment shifts. Also, the right-of-way line (the property for the road) is wider than the road and includes some area that people may think is their front yard.

Today there are three lanes in each direction. The plans call for the tracks to be in the center and the tracks are a bit wider than the existing median. There will be full time parking on both sides of Edmondson Avenue and one less travel lane in each direction. There will be some widening. For the most part the project will stay within the existing right-of-way. No residences will be purchased; no residents will be required to move. State legislation does not allow this project to acquire residences. However, slivers of people's front yards may be impacted; however, those areas are mostly located inside the Edmondson Avenue "right of way."

3. When you talk about pulling out and pulling in the Operation and Maintenance Facility does that mean the trains that are being worked on?
 All of the trains come to the Operation and Maintenance Facility each night. So the trains leave here and go to each end of the lines to start their service each morning and come back at night. Sixteen trains (two cars each) will leave about ten minutes apart each morning and return each night. The majority of trains don't come back into the yard until the late evening, when they go out of service the trains leave every ten minutes because that is how far apart they run to pick up passengers. The time between trains is call "headway."

4. What does that mean for Franklin Street when they come in and out; what happens to traffic?
 The trains and the traffic movements will be coordinated:

- When the trains are moving in and out the maintenance facility, traffic on Franklin Street will have a red signal, so no traffic moves east. This will allow the trains to move unimpeded into and out of the facility every ten minutes. Westbound traffic would not be impacted by trains moving in and out of the shop.
- Traffic on Franklintown Road will flow north and south, and left turns will be permitted in both directions.

2

RL-80-04-066-00340-00-120412 04/12/12

Red Line Operations and Maintenance Facility
 Public Information Meeting #1
 Meeting Minutes
 April 12, 2012

- Franklintown Road traffic that turns east will be able to turn and there will be an area for cars to queue, before they will be stopped by a gate or a traffic signal when trains move in or out of the shop. Details for this are still being studied.
- There are now three traffic lanes on Franklin Street, when the Red Line is built there will be two through lanes (in each direction) with occasional turn lanes.

The Red Line team has been getting some favorable public comments about having two lanes instead of three. The hope is that people will slow down and that the street will be less like a throughway.

5. When the train comes out Franklintown Road to Edmondson Avenue there are old trolley tracks will those be reused?
 No, the old tracks will be removed and there will be new tracks. The new tracks are more modern, and help minimize noise and vibration.

6. What happens on this site in the night since this is a 24 hour operation?

- Where the trains are stored in the back of the site along the Amtrak line, there are cleaning crews.
- In the Maintenance Building, they will be repairing vehicles. The Red Line vehicles have electric and electronic equipment, work on which is not loud like in an automobile repair shop. Body repairs also take place in the building.

7. Have there been discussions about security for the site?
 There have been discussions regarding security, and the team is still in early stages of design. Elements that have been discussed to date include:

- People coming to this site will be employees; the site will not be open to the general public.
- There will be limited access, at two entry points. A curb cut on Franklintown Road for staff and an entrance on Franklin Street.
- The site will have perimeter fencing. The fencing facing the public realm will likely be a decorative metal picket fence, no chain link or razor wire or anything like that.
- There will be site lighting. The team is looking to ensure proper light levels and controls on site for staff to work and for security, and to minimize spillover lighting that would impact residents.

8. You mentioned the landscaping; what other low impact features would there be to make this a sustainably designed facility?

- Sustainability is an integral part of the design. The team had a "Green Design" meeting just the other day.
- There is a LEED specialist for the Maintenance and Operations facility. He, Mr. Lohr, is here tonight.

3

RL-80-04-066-00340-00-120412 04/12/12

Red Line Operations and Maintenance Facility
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 Meeting Minutes
 April 12, 2012

- The Red Line team is looking into options like reusing rain water to wash vehicles, lighting styles, landscaping that is native species, natural day lighting for the shop, low use water fixtures, maybe solar panels for hot water or energy, and white roof.
- The team will be meeting the City's green building standards for the Maintenance and Operations Facility; the goal is a LEED silver building.
- Stormwater management will be done to the new State of Maryland standards.

9. Have there been conversations with the energy industry about enterprises and spin-off for economic development? Have you been thinking about procurement efforts for local economic development?
 This shop will need a fair amount of power from BGE, but also secondary power. The team has already noted that the Red Line is looking at the possibility of solar panels for this building.

- The MTA and the City are continuing to work on the elements of the Community Compact, including economic development.
- The Federal Government has provisions for US purchasing.
- LEED gives points for use of materials that are extracted, manufactured and procured from local sources (within 500 miles of the project site).

10. What about jobs on this site?
 It is estimated that there will be a total of about 250-300 MTA employees on this site working in shifts. Some MTA staff is likely to transfer from other locations.

11. How many of the SAAC members are active?
 There are seventeen SAAC's and these SAAC's have one more round of meetings. There are SAAC members in attendance tonight from Rosemont, West Baltimore MARC and Allendale.

12. How was this meeting publicized?

- Mailers were sent to 355 homes in the immediate area.
- Liaisons and Red Line staff team members canvassed the streets right around the site.
- Posters were put up in the area.
- Property owners within the proposed site were contacted.
- The Red Line web site posted the meeting.

The Red Line team noted that the level of participation often depends on the level of controversy. Also, sometimes in early stages fewer people come out. When people were canvassed for this meeting many people knew about the Red Line and were fine. A number of homes right across from the site are vacant. There were public information Open Houses last May, and there will be another round of Open Houses this June. The Westside's Open House will be on June 16th. The Red Line team encourages people to attend the Open Houses. Liaison Charisse Lue and Liaison Assistant Chrystal House can provide more information.

4

RL-80-04-066-00340-00-120412 04/12/12

Red Line Operations and Maintenance Facility
Public Information Meeting #1
Meeting Minutes
April 12, 2012

13. One person stated that this project should make sure it is efficient and environmentally friendly. He visited Portland and Seattle. Those cities' projects were designed in a way that brought jobs and companies to open businesses along the line. This project should also stress creating an environment that is friendly for businesses to create employment opportunities.

The Red Line team concurs. There is a workforce development group as part of the MTA and City team in keeping with the Community Compact. There is also a group looking at Transit Oriented Development (TOD) opportunities to help promote the type of employment about which you are talking.

14. Members of the Allendale SAAC stated that they are here tonight and have been very active. They are attending even though this meeting was primarily for the Rosemont and West Baltimore MARC SAACs and neighbors. An important reason is because Allendale is right in the middle of this project and I-70. They have controversy on each side of Allendale. The speaker didn't think people really understand this. Allendale residents are also concerned about access to the CVS, service stations, 7-11 and other businesses during construction.

Tom Hannan responded:

- For those businesses that are remaining the team will work to maintain access.
- For some businesses, like 7-11, the properties will be acquired by the MTA should the project move forward. However, work regarding acquisitions can not start until after the Record of Decision and full funding from the federal government. This limitation is a federal mandate. For 7-11, Southland is the owner and there is a local operator. The businesses will get "fair market value." If the owner wants to relocate within the community, the MTA works with the business owner to reach that goal.

15. How will the construction along the Red Line impact existing businesses? People need to stay in business during construction.

For other businesses along this portion of the corridor, construction will be similar to street construction. Where businesses need to stay open, the Red Line team works with people to ensure there is a plan to maintain the traffic and pedestrian access.

16. Do the SAACs have the option to ask for the other businesses to go if they don't want them?

Klaus Philipsen, a Red Line Facilitator, explained that each SAAC has looked at the Vision for the community and is now looking at station, station area and alignment design components. For the Rosemont station, the SAAC looked at alternatives with the Red Line engineers. As a result the alignment was shifted from Franklin Street for a more central location. The SAAC also looked at the area directly around the station and the desire is to have businesses that are more neighborhood oriented, and to put some things there that serve the community. Stating what is desired was a major goal for the SAAC.

RL-80-04-066-00340-00-120412

5

04/12/12

Red Line Operations and Maintenance Facility
Public Information Meeting #1
Meeting Minutes
April 12, 2012

Further effort in implementing the Vision Plan falls into the area of the Community Compact because the MTA's responsibility is bringing the transit. So through the Compact and the Vision Plan, the goal for future improvements is delineated. Private entities will work on opportunities over time, and the community and the City can use the Vision Plan as the guide.

The SAACs will wrap up in June, but this doesn't mean the SAACs and the communities have to stop. The communities should continue working and identifying how this can happen, private development, street scaping by the City – some things are public and some are private. Continue the dialogue.

One main theme for the SAACs was wherever there is an opportunity to widen the sidewalk and provide green space, it should be implemented. Walking close to traffic without a buffer is not comfortable, especially on busy Franklin Street. Create buffers between the traffic and the pedestrian, widen the sidewalk. The Red Line team should evaluate how this street will operate when it goes from three lanes to two. Look at widening the sidewalks and having double rows of trees wherever they can go.

17. What kind of traffic volumes will be generated by the Operations and Maintenance Facility?

There are a total of between 250-300 employees proposed to work at this site. These people will work in shifts so they will not be there all at once. The MTA employees will replace traffic trips now generated by people who work within the site's boundaries. There have been traffic studies all along the corridor; the team can provide more information.

18. How will the SAACs be able to continue with their efforts?

The MTA has received a lot of requests to keep SAACs connected to the project and will be keeping that dialogue going as part of the continuing public involvement project. It is anticipated that the SAACs will also be looking at station design information later this fall.

19. What is going to happen to traffic and parking, related to the West Baltimore MARC station and Transit Oriented Development opportunities?

This Fall it is anticipated that more parking will be constructed at this station. The parking areas around the MARC station regularly fill up now. The concept is that once the Red Line is constructed more people will take the Red Line to the MARC Station so fewer people may park in the area. Then the parking creates the opportunity for development sites. The ridership model for the Red Line shows this.

20. What is the schedule for the project and how does it impact property owners who are proposed to be acquired?

The acquisition discussions with individual property owners cannot really begin until after the Record of Decision, in February-March 2013, and until full funding is in place. This is mandated by the Federal Transit Administration (FTA).

RL-80-04-066-00340-00-120412

6

04/12/12

Red Line Operations and Maintenance Facility
Public Information Meeting #1
Meeting Minutes
April 12, 2012

If the ROD and full funding happen, the discussions with property owners will happen based upon priorities. The first priority would be property impacted by the tunnels and/or impacted by utility relocations. This activity may break-ground around 2014. Negotiations with these property owners, is scheduled to happen first.

For the Operations and Maintenance Facility, the construction is not anticipated to begin until about 2016. Therefore, the Red Line team would start negotiations with these property owners in 2015.

The property owner that asked this question did not think a year was enough time for him to relocate his business. He has a specialized business and would need time find a new location, do design, get permits and construct or rehabilitate a facility for his relocation. This was noted by the Red Line team. The team will need to talk with him earlier. This individual exchanged contact information with Chuck Landes, State acquisitions.

The public was directed to go to the back tables and look at the alignment maps and talk with Red Line team members.

If anyone wants to go on a tour of the North Avenue Operations and Maintenance Facility see Charisse Lue.

RL-80-04-066-00340-00-120412

7

04/12/12

Red Line Operations and Maintenance Facility
Public Information Meeting #1
Meeting Minutes
April 12, 2012

Attendance from Sign-In Sheets:

West Baltimore SAAC Members

George Kleb, Bon Secours of Maryland Foundation
Geraldine Perry, Celebration Church at Monroe Street

Rosemont SAAC Members

James Maddox
Nancy Belton

Allendale SAAC Members

Cynthia Shaw, Lyndhurst Community Association
Roosevelt Walker, Lyndhurst Community Association
Anita Fowler, Lyndhurst Community Association
Quiana Cook, Bridgeview Association
John E Carrington, ARCO and Bridgeview Association
Glenn Smith, West Baltimore S A
Milton Whaley, Rosemont
Scott Gately, Property Owner
Kieran Smith

City of Baltimore

Amy Gildec-Busatti, Department of Planning

Red Line Team Members

Tom Hannan, Red Line Engineering
Chuck Belser, Red Line Operations & Maintenance Facility Designer
Suk-Ho Chung, Red Line Operations & Maintenance Designer
Jeff Lohr, Red Line Operations & Maintenance Facility Designer
Jeff Messinger, LEED, Operations & Maintenance Facility Designer
Tamika Gauvin, Red Line Community Outreach Coordinator
Charisse Lue, Red Line Community Liaison
Crystal House, Red Line Community Liaison Assistant
Susan Williams, Red Line
Carl Williams, RCI
Chuck Landes, MTA
Joel Oppenheimer, Red Line
Tracee Strum Gilliam, Red Line
Klaus Philipsen, Red Line Facilitator, Rosemont & W. Baltimore SAACs
Michael Crowley, Red Line Facilitator, Rosemont & W. Baltimore SAACs
Stan Britt, Red Line Facilitator, Rosemont & Allendale SAACs

RL-80-04-066-00340-00-120412

8

04/12/12

